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CYCLE NEWS®

WEST Volume XVII : Number 1 : January 16, 1980 75c

Honda RC 250 Pro-Link

Star Wars machine with Alien cooling?

Can Burleson be beaten?

Drew Smith says yes!

CMC/Can-Am Golden State Series opens at Saddleback

Lawwill's newest cycle

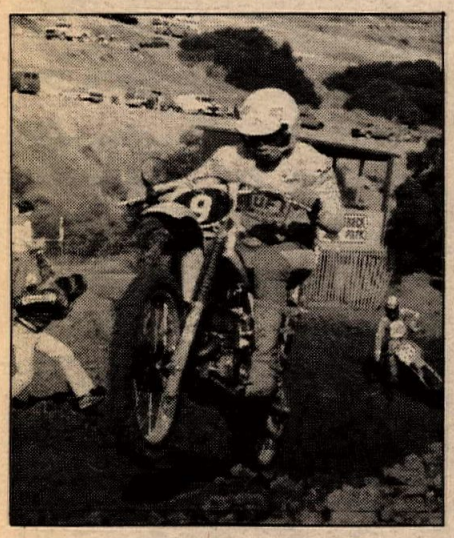
It's not what you think!

1980 NEWSPAPER

Western hotline

CMC 125cc Pro winner Jeff Ward gets down to business at Saddleback.

(Above) Dave Taylor and Ron Turner (below) were also CMC Pro winners.



Turner, Taylor run wild at CMC Saddleback

By Mike Klinger

ORANGE, CA, DEC. 30

The Yamahas of Ron Turner used to be a fixture of '79 Continental Moto-sports Club motocross, but the latest event saw Turner unload three Suzukis, one for each Professional class. With win in the Open class, a second in the 250s and a third in the 125s, Turner was the big winner for the day.

LOP's Dave Taylor (Yam) was first off the gate in the 125cc Pros' moto one action. Close behind Taylor was Turner, Rick Johnson (Yam) and Jeff Ward (Kaw). By lap three, Turner had slid inside Taylor for the lead and Ward was also on the move. Turner then went a little high into the pit corner and Taylor regained his lead but fell off the pace with mechanical problems. This left the door wide open for Ward, who shot past Turner for the lead and the win. Turner was second but only after a crucial contest with Johnson. Fourth was J. Leisk (Hon) ahead of Bruce McDougal (Hon).

The holeshot artist, Ward, did his trick in moto two and just flew away with the win. Taylor had stretched out a solid second place ride and the Yamaha support rider, Johnson, held a slim third over Turner. As the 14 laps began to fade, Turner was beginning to feel his three previous motos and decided to save himself ro the two remaining races of the day. Ward (1-1) collected the overall, and Johnson (3-3) was second then Turner (2-4), McDougal and Taylor.

Taylor has to be making some bucks at this little hobby. He just came off a win the previous day at Saddleback Saturday and now went 1-1 for the overall in the 250cc Pros. Taylor was first to crest Webco Hill and D. Hollis (Yam), Turner and Juan Benavidez (Hon) were trailing. It only took three laps for Turner to move ahead of Hollis as did Clark Jones (Hon) who got past Benavidez. Taylor, ahead of the traffic, had to start looking back and keep a watchful eye on the hard-charging Turner. Taylor held onto a three second win over Turner and Hollis hung onto third just ahead of Jones and Scott Johnson (Hon).

On moto two there was litle change from moto one except Jim Tarantino (Suz) made an impressive ride to a third place finish behind Taylor and Turner. Taylor went 1-1, Turner 2-2, Jones 4-4, then Tarantino and Andy Kirker (Yam) for overall standings.

Open Pro honors went to "Radical" Ron Turner. Turner was elbow to elbow on the downhill with Gary Truesdill (Suz), Ted Hoyt (Yam) and Tony Gomez (Suz) in moto one. Hoyt immediately moved ahead of Truesdill which left Gomez and Clark Jones (Mug) to pressure the Suzuki rider. Jones then picked up the pace and quickly passed Truesdill and then motored past Hoyt into second place. Turner ran away with the show, Jones had a stable second and Gomez was third.

Turner made the day perfect by also tallying another moto win in the Open class. Jones also had a somewhat perfect day as the Mugen rider had to take a backseat to Turner for his second moto. Ted Hoyt pulled off a fantastic ride with a third place finish which gave him third in the overall standings as his placed one better than Gomez.

Results

MINI JR: 1. G. Ybarra (Hon); 2. J. Slavens (Hon); 3. J. Stephens (Hon).
MINI INT: 1. B. Bunch (Kaw); 2. S. Brown (Yam); 3. J. McManus (Suz).
MINI EXP: 1. T. Meeks (Suz).
100cc JR: 1. S. McGrane (Yam); 2. B. Bettinck (Yam); 3. G. Stephens (Hon).
100cc INT: 1. D. Crigler (Suz); 2. J. Greenberg (Suz).
125cc JR: 1. G. Roden (Hon); 2. R. Gonzalez (Suz); 3. J. Stevens (Suz).
250cc JR: 1. R. Hannah (Suz); 2. C. Edwards (Yam); 3. R. Hayes (Hon).
50cc JR: 1. D. Hoover (Yam); 2. R. Guard (Hus); 3. J. Castillo (Suz).
125cc INT: 1. P. Cano (Suz); 2. V. Butler (Suz); 3. S. Prior (Yam).
250cc INT: 1. J. Lysdale (Hon); 2. M. Paulsell (Hon); 3. D. Behlings (Yam).
500cc INT: 1. F. Tidwell (Mai); 2. C. Robertson (Suz); 3. S. Adam (Yam).
250cc PRO: 1. D. Taylor (Yam); 2. R. Turner (Suz); 3. C. Jones (Hon).
500cc PRO: 1. R. Turner (Suz); 2. C. Jones (Mug); 3. T. Hoyt (Yam).

Hansen, Turner take CRC Saddleback MX

By Keith Clemons

ORANGE, CA, DEC. 3

The super moto aces from California Racing Club geared their way out to Saddleback Park to tune in on another fine day of motocross. Since the race was held only two days before Christmas, you could see a hungry look of anticipation on many of the aces faces while they motored around with visions of sugar plums and moto gear dancing in their heads. Hopefully all their wishes came true and everyone is starting the new year, and the decade, in grand moto style.

Donnie Hansen may have had a few new toys on his Christmas list but it doesn't seem likely that a new bike will be one of them. His American "hot" Honda carried him through two 250cc Pro motos where he claimed the victory in each. In moto one Hansen took a clean win, shooting through the turns as the main man all the way. Ron Turner was close behind for clean second with Standard Crank's Clark Jones pulling his Honda in third.

Second moto out Turner pulled the holeshot and led the march for the first half of the parade. But Hansen was in a winning mood and several laps before the close of the race, moved into the point position where he claimed the overall win and left Turner in the secondary position again. Turner held onto second overall and Clark Jones took final position as third in the race and for the day.

Ron Turner was not to be written off however. Coming on strong in the 125cc Pro race he sealed a first overall for himself. In the first contest Turner drove his Luft shocks Suzuki in for the victory with Bruce McDougal placing second and Andy Kirker third.

Crown Cycle's Kirker made a strong comeback in the second moto and aced Turner out. Kirker finished number one the second time around but Turner was there to pick up second which gave him a 1-2 against Kirker's 3-1 and Turner still claimed the overall win. Kirker took home the money for second overall and McDougal cleaned up third.

Jim Gibson rode herd on the Open Pro pack. Leaving no doubt about his ability, Gibson used his American Honda to clean up in both races and lead the way start to finish in each. Clark Jones bettered his overall position by taking two second places in the Open Pros for his second paycheck for the day and a little more Christmas shopping money. Tony Gomez finished both races third for that position for the day.

Results

OPEN PRO: 1. Jim Gibson (Hon); 2. Clark Jones (Hon); 3. Tony Gomez (Suz).
OPEN INT: 1. Frank Rowe (Yam); 2. Dan Moore (Mai); 3. Danill McKinley (Mai).
OPEN NOV: 1. Dan Martin (Mai); 2. Mike Kell (Mai); 3. Jim Speight (Mai).
250 PRO: 1. Donnie Hansen (Hon); 2. Ron Turner (Suz); 3. Clark Jones (Hon).
250 INT: 1. Jerry Black (Mai); 2. Mike Paulsell (Hon); 3. Bill Boyer (Hon).
250 NOV: 1. Ed Jackson (Hon); 2. Steve Piattoni (Kaw); 3. John McCormick (Hus).
250 BEG: 1. Mark Abrahams (Suz); 2. Simon Cheffins (Hon); 3. Alan Chisum (Hon).
125 PRO: 1. Ricky Cecrle (Suz); 2. Richard Sands (Suz); 3. Larry Baker.
125 NOV: 1. Jack Stevens (Suz); 2. Todd Lindsey (Suz) 3. Glen Roden (Hon).
125 BEG: 1. Tim Toms (Yam); 2. Vint Butler (Suz); 3. Ed McMillin (Hon).
100 NOV: 1. Jerry Anker (Yam); 2. Joe Stroud (Yam); 3. Charles D. Osterday (Suz).
VET SR: 1. Rick Watson (KTM); 2. Bob Crosta (Mai); 3. John Wilson (Yam).
VET INT: 1. R.A. "Buzz" Moeller (Hus); 2. Askar Larnkjaer (Suz).
VETS JR: 1. John Webb (KTM).
MINI EX: 1. Sam Storer (Kaw); 2. Tracy Meeks (Suz).
MINI INT: 1. Bruce Bunol (Kaw); 2. Rudy Dickinson (Suz); 3. Si Volkov (Yam).
MINI NOV: 1. Dan Hammock (Suz); 2. Robbie Buchanan; 3. Mark Redding.
MINI BEG: 1. Craig Candy (Suz); 2. Dwayn Sendinsky (Suz); 3. Scott Moore (Yam).

Burtt and Jackson at DeAnza

By Ron Lawson

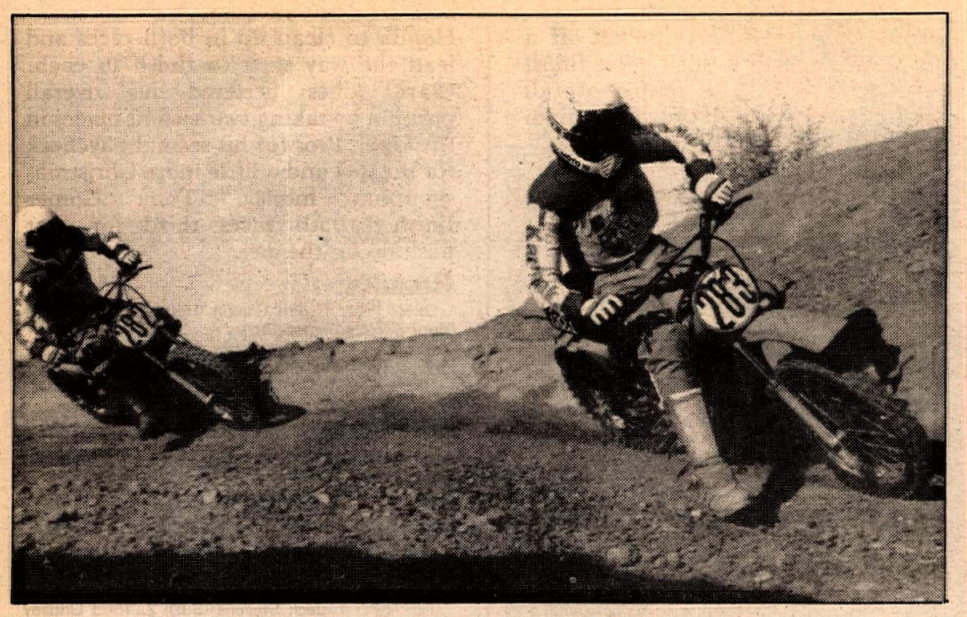
SUNNYMEAD, CA, DEC. 30

Danny Burtt put his brand new Yamaha of Redlands YZ250 through the acid test at DeAnza Cycle Park, and it apparently passed with Burtt topping the 250cc Pro class.

On top from the start of moto one was Don Griewe (Suz) with Troy Manning (Suz) second and Curt McCuistion (Kaw) third. Burtt was in sixth place, but that didn't last long and he was in second by lap five. For the next five laps he was sizing up Griewe, who was tiring rapidly in his first race in several months. Burtt took the lead on the 10th lap and from there he held it all the way. Griewe held on to second and Manning was third. McCuistion had some bad luck but still managed to pull a fourth ahead of Fred Combs.

In the second round, McCuistion and Burtt were on top right from the start. It took eight laps, but Burtt finally found a way around the Kawasaki rider and pulled slightly ahead. Burtt, however, began to slow down considerably shortly after that with a flat rear tire. McCuistion caught up rapidly and made an attempt at regaining the lead. Burtt held him off until the last few feet of the race when McCuistion was right beside him. They crossed the finish line in a dead heat and the scorers were unable to decide just who was leading. Officially the moto went to Burtt, who would have taken the overall win either way, but race promoter Ed Michetti duplicated second place money to both McCuistion and Griewe, who was third in the second round.

The 125cc Pro class was an unusually close race although it didn't look that way from the start of moto one. Craig Gormley, also on a new Yamaha, jumped into the lead and immediately started to pull away. But after only a few laps Gormley's chain



Brothers Joe and Jason Rincon dice in DeAnza's Mini class.

Honda's Jim Gibson topped the SSM Open Pro class.

broke and Scott Manning inheritied the lead. Right on Manning's tail were both Rob Tolleson (Yam) and Rick Jackson (Suz) and for the next eight laps the three of them bounced off each other and diced back and forth. But Manning was also to be on the bad luck list of the day and he got a rear flat at the halfway point. Tolleson took the lead for a few laps, then it was Jackson on top. Jackson managed to keep his lead all the way to the end of the moto with Tolleson getting second and Scott Baker (Yam) taking third.

Round two saw Gormley back in the picture and on top of every lap. Jackson was securely in second all the way and that gave him the overall win while Tolleson's third gave him second place cash. Baker and Gormley rounded out the top five in the final results.

Foster Edwards (Yam) was the man on top of the 125cc Intermediate class, winning by virtue of his consistency. Varney Holbrook (Suz) won the first round with Edwards second and Harley Hall (Suz) took the next moto. Edwards was again second and that was good enough for the overall.

Results

PEE WEE: 1. Mike Michetti (Yam); 2. Buddy Antuney (Suz); 3. Matt Foster (Yam).

MINI BEG: 1. Tom Combs (Suz); 2. Art Handey (Yam); 3. Scott Carter (Yam).

MINI NOV: 1. Rich Galatioto (Suz); 2. Joe Rincon (Kaw); 3. Trini Camarena (Hon).

MINI INT: 1. Donnie Sigrist (Suz); 2. Jason Rincon (Kaw); 3. Leonard Robertson (Suz).

125 BEG: 1. Mark Ruelman (Suz); 2. Steve Hastellei (Suz); 3. Mike Perez (Yam).

125 NOV: 1. Tom Thomsen (Yam); 2. Jim Patterson (Suz); 3. Bob Blaylock (Suz).

125 INT: 1. Foster Edwards (Yam); 2. Harley Hall (Suz); 3. Varney Holbrook (Suz).

125 EX: 1. Rick Jackson (Suz); 2. Rob Tolleson (Yam); 3. Scott Baker (Yam).

250 BEG: 1. Alan Garcia (Hon); 2. Greg Roberg (Hon); 3. Richard Hendrickson.

250 NOV: 1. Gary Steinhoefel (Hus); 2. Larry Dysert (Kaw); 3. Jim Galatoto (Kaw).

250 INT: 1. Duane Mapes (Mai); 2. Tony Camarena (Hon); 3. Dale Ream (Hon).

250 EX: 1. Danny Burtt (Yam); 2. Don Griewe (Suz); 3. Curt McCuistion (Kaw).

OPEN INT: 1. Frank Rowe (Yam); 2. Tim Holcombe (Yam).

OPEN EX: 1. Jim Lowe (Hon); 2. Rob Tolleson (Yam); 3. Bill Koch (Yam).

BEG VET: 1. Al Satterla (Mai); 2. Ray Arnold (Yam); 3. Art Hendey (Hon).

Gibson, Taylor, Whiting best at SSM MX

By Terry Whytal

ORANGE, CA, DEC. 13

Team Honda rider Jim Gibson won both Open Pro motos on his way to the overall victory. With Gibson in command of most of the race, the other riders were left to battle over second place. And battle they did with Yamaha rider Bob

Western hotline

Danny Burtt leads eventual DeAnza 250cc Pro winner Craig Gormley during the second moto.

Schulz, Maico-mounted Dale Lewis and Suzuki pilot Matt Tedder all taking a shot at the runner-up position. When the dust had settled second place honors went to Tedder with Schulz settling for third and Lewis was in for fourth.

A large turnout of 250cc Pros included such riders as Warren Reid on his new Kawasaki, Donnie Hansen now riding for Honda, LOP/Yamaha teamster David Taylor and Suzuki ace Ron Turner. As might be expected the race action was fast and exciting with several different riders taking a shot at the front position only to fall or encounter mechanical problems. Taylor seemed to have the track wired the best and managed to take the checkered flag first in each moto and with it the day's biggest purse. Hansen charged in for the second place money while Reid had to settle for third ahead of Moto-X Fox/Honda rider Lenny Giger.

A.J. Whiting danced his Yamaha to victory in the 125cc Pro race with two close moto wins over competitors like Yamaha rider Mike Brown, Suzuki-mounted Ron Turner, and Honda ace Jeff Liesk. In the first moto A.J. had his hands full holding off charges by Turner and Yamaha rider Scott Gillman. The second moto was mostly a battle between Whiting and Honda-mounted Chris Heisser. At day's end the winner was Whiting ahead of Brown, with Turner taking the third place money while Leisk finished fourth overall.

Tight racing was the name of the game in the 250cc Junior class with the top three positions under constant pressure and the outcome very much in doubt. When the points were totalled the victory went to Maico rider Greg Fountain. Slipping in for the runner-up position was Honda rider Roger Hayes who barely edged out third place finisher Steve Kiunke (Hus).

Results

OPEN PRO: 1. Jim Gibson (Hon); 2. Matt Tedder (Suz); 3. Bob Schulz (Yam).
250cc PRO: 1. David Taylor (Yam); 2. Donnie Hansen (Hon); 3. Warren Reid (Kaw).
125cc PRO: 1. A.J. Whiting (Yam); 2. Mike Brown (Yam); 3. Ron Turner (Suz).
OPEN INT: 1. Daniel McKinney (Mai); 2. Harold Johnson (Suz); 3. Marino Bastionell (Mai).
250cc INT: 1. Brett Allen (C-A); 2. Bob Chapman (Yam); 3. Kevin Olson (Hon).
125cc INT: 1. Rik Nielsen (Kaw); 2. Richard Sands (Suz); 3. Bob Haag (Yam).
OPEN JR: 1. Scott Paul (KTM); 2. Brent Yahn (Yam); 3. Mike Reed (Mai).
250cc JR: 1. Greg Fountain (Mai); 2. Roger Hayes (Hon); 3. Steve Kiunke (Hus).
125cc BEG: 1. Ken Kopecky (Suz); 2. Mike York (Suz); 3. Eric Alloy (Yam).

Two in a row for Gormley at DeAnza

By Ron Lawson

SUNNYMEAD, CA, DEC. 16

Craig Gormley and his Yamaha made it two weeks running in the 250cc Pro class at DeAnza Cycle Park. It was only nine days before Christmas and the Pro ranks were a little thin, but in recent weeks it has been strictly a three way race anyway, with Gormley, Danny Burtt (Suz) and Greg Zitterkopf (Mai) running away with the top positions.

When the first moto got underway they were at it again, with Gormley in front while Zitterkopf held down the number two spot ahead of Keith Williamson (Yam) and Burtt. Burtt wasted no time in cutting through Williamson and Zitterkopf and starting to wage war on Gormley. The two of them pulled away from the rest of the pack while Zitterkopf started to have trouble with his war weary Maico. He struggled to stay ahead of Williamson for several laps and eventually pulled out of the race. After that the only action was up front where Burtt was still trying to steal the lead from Gormley. The two were never more than a few feet apart until the last lap when Burtt slacked off to save his energy for the tie breaking second moto.

But Burtt wasn't the only one getting psyched out for the next round. Gormley was ready to go when the rubber band popped and he followed Burtt for a couple of laps and then took the lead and disappeared. Burtt tried to match Gormley's pace for a few laps, then decided to settle for second place. Zitterkopf once again pulled off the track and Williamson was occupied with his battle for third with Fred Combs (Suz). Combs and Williamson traded paint for most of the moto but at the end Williamson was securely in third. Gormley had a strong lead at the end while Ric Beingesser (Suz) rounded out the top five.

In the 125cc Novice class it was Tom Thomsen (Yam) again taking the win. It was only last month that Thomsen came up from the Beginner class and in recent weeks he has been almost unbeatable in the Novice ranks. He took both motos followed by John Blood (Suz), Mike Boldt (Suz) and Kevin Rock (Yam). Thomsen currently leads the point series at DeAnza by a healthy margin and it is very unlikely that he will be overtaken in the two remaining races this year.

Results

PEE WEE: 1. Kimberly Robertson (Suz); 2. Chris Lowen (Hon).
PEE WEE: 1. Mike Michetti (Yam); 2. Tim Galatito (Suz); 3. Buddy Antony (Suz).
MINI BEG: 1. Jimmy Owen (Suz); 2. Tom Combs (Suz).
MINI NOV: 1. Jimmy Palmer (Yam); 2. Trini Camarena (Hon).
125 BEG: 1. Darren Trexler (Suz); 2. Brian Bomben (Suz); 3. Curt Phillips (Suz).
125 NOV: 1. Tom Thomsen (Yam); 2. John Blood (Suz); 3. Mike Boldt (Suz).
125 INT: 1. Varney Holbrook (Suz); 2. Mike Edson (Yam); 3. Bob Berney (Suz).
250 BEG: 1. Aurelio Siracusa (Kaw); 2. Herb Carbaugh (Suz); 3. Alan Garcia (Hon).
250 NOV: 1. Kevin Cox (Mai); 2. Mel Van Gilder (Hon); 3. John McCormich (Hus).
250 INT: 1. Ron Lawson (Suz); 2. Kelly McGuire (Suz); 3. Roy Yogkam (Suz).
250 EX: 1. Craig Gormley (Yam); 2. Danny Burtt (Suz); 3. Keith Williamson (Yam).
OPEN NOV: 1. Bob Boldt (Hus); 2. Dave Conner (Yam); 3. Allan Papoff (Yam).
OPEN INT: 1. Bill Koch (Yam); 2. Rick Stupin (Yam); 3. Dennis Dickens (Suz).
OPEN EX: 1. Steve Walker (Yam); 2. Jim Lowe (Hon).

Taylor sails to CMC Saddleback win

By Mike Klinger

ORANGE, CA, DEC. 16

Sunday must have been a good day to practice for the Golden State series at Continental Motosports Club's Saddleback MX. The racing was not for points this day and there were no contingencies for the sportsmen, but the turnout was outrageously high. Just a good day of hard racing.

In the Open Pro class the green meanie, Jeff Ward, put his factory big bore Kawasaki into the lead of moto one and had little trouble in the opening laps. Off the line trailing Ward were Steve Rhyan (Mai), Gary Truesdale (Suz) and Clark Jones (Mug). On lap two, Rhyan botched a turn and stalled his machine. He restarted in fifth and in battle with Alan Smith (Hus). After his mishap, Rhyan began to really make tracks. He moved ahead of Smith and pursued Jones who had moved within a couple of bikelengths of Ward. As the moto began to run down Ward began to hit traffic, allowing the hard charging Rhyan to pull within five lengths. At the checkered flag, Ward was first, Rhyan was second, then Jones and Smith who both pushed it to the limits in the remaining four laps.

After again getting the holeshot in moto two, Ward began to pull up a lead. Suddenly, Ward went into a corner a little hard and Rhyan was right there to take the lead. Third position was up for grabs with Matt Nelson (Suz) and Smith both hot on the trail of the Mugen Honda. On lap six, Ward began to slow severely with an apparent damaged ankle. Now, while Rhyan was looking at an overall, Jones and Smith were shooting for second overall position. Jones was holding on to a second until he went into a tank slapper and Smith took advantage of his mistake. Rhyan did win the overall and Smith was second. Jones was third with a 3-3 score and Nelson was fourth.

The turnout of 250cc Pros required two qualifying motos to get into the main event. In qualifier number one, Ron Turner (Suz) won the top honors with Bryan Maloney (Hon) and Rex Staten (Yam) rounding out the top three. Chuck Pettigrew (Mai) was running right up with the leaders but stalled his machine on the last lap, dropping him to fifth behind Rhyan.

Jeff Jennings, a support rider for Honda, won the second qualifier. Scott Gillman (Yam) rode to a solid second and Tony Wanket (Yam) was third. Dave Taylor (Yam) and Tony Gomez (Col) made up the top five.

The time had come for the big showdown with the best collection of 250cc Pros next to a National event. Taylor took the lead with Wanket, Gillman and Jennings hot on his heels. On lap three, Gillman took an outside line on the canyon corner and Jennings slipped inside. Now, Jennings tried everything possible to get by Moto-X Fox rider Wanket. Battling for fifth, Staten, Scott Johnson (Hon) and Turner did not change positions for six laps. On lap 13, Jennings, with all the pressure to catch Taylor, stuffed the

(Continued to page 20)

California Capitol

Editorial

It seems that some of the allegations of foot-dragging by the Department of Parks and Recreation which appeared in the last issue of this column hit home. Parks Director Russ Cahill returned to us a scathing letter blaming the funny fund transfers on the legislature, not the Parks Department. Cahill also responded to our question about why Carnagie Cycle Park was acquired by the State and then closed to the public. Rather than try to respond to this indefensible charge, Cahill decided to open the cycle park with department personnel. Whatever his motives, we wholeheartedly agree with the results. This is the good riding season at Carnagie, and it would have been a shame to have lost most of the season while the bureaucrats tried to decide who should run the facility. Let's hope that this action by Cahill and the Parks Department is a harbinger of better things to come in the 1980s.

Sometime during the first or second week of the legislative session Assemblyman (sometimes motorcycle racer) Bob Hayes will attempt to override the Governor's veto of A.B. 1407, the Sagebrush Rebellion bill, which if passed becomes the first step in eventually kicking the BLM out of California. Deepthroat will ride to Sacramento that day to cover the details first hand. We will provide a list of those senators and assemblymen who supported (the good guys) and who opposed (the bad guys) Hayes' override attempt. There is still time to contact your state assemblyman and senator and tell him to support Assemblyman Hayes' attempt to override A.B. 1407. Tell him that you are going to watch the outcome of this measure and that his/her vote will greatly influence your vote in November. You can look in the State Government section of your phone book to find out who your assemblyman and senator are, and how to reach their office by telephone. There is no time to waste. *Do it now!*

Speaking of BLM, the long awaited Wilderness Study decisions were announced this week. At first blush, it looks like the decision is not as terrible as it might have been, although it definitely ain't good. AMA, NOC, and some of the other off road groups are going to have to prepare to make intensive organized "field evaluations" of many of the proposed Wilderness Study areas. It's either we do it, or we take their word for what is and isn't in those areas.

Deepthroat wonders if anyone else noticed that our riding Assemblyman, Bob Hayes went racing late last year, and actually won his class. Looks like riding herd on reluctant bureaucrats might actually be good training for racing in the dez. We also heard a rumor at the SoCal New Years party that a new fowl appeared on the scene. Others at that party assured us that the "Phantom Duck of the Boulevard" is just a once a year fairweather occurance.

C.N. Deepthroat

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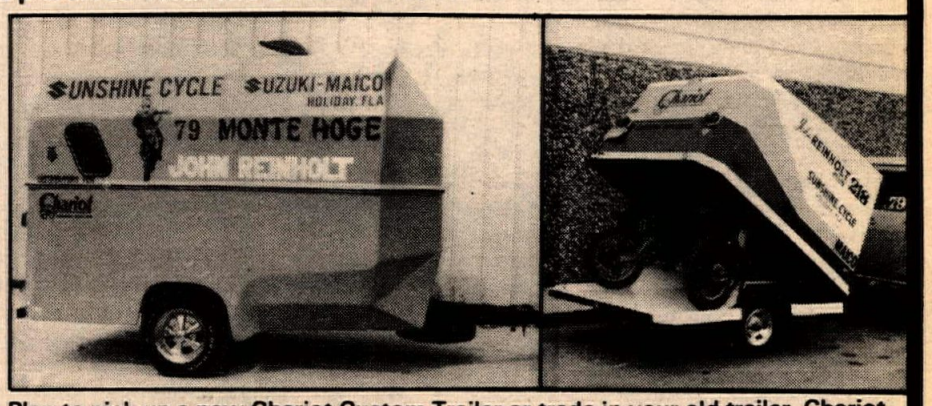

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Western hotline

(Above Rex Staten (30) and Scott Johnson battle at CMC Saddleback. (Below) Steve Rhyan captured the CMC Open Pro win.

(Continued from page 18)

front wheel of his Honda on the high side of a berm and went down, falling back to fourth. Taylor won, Gillman was second, Wanket third then Jennings, Staten, Turner and Johnson.

In moto two, Taylor kept up the unbelievable pace but this time Turner came up on top. Wanket again picked up a third position with Staten and Clark Jones (Hon) in the top five. Taylor's second place finish enabled him to win overall. Wanket (3-3) was second ahead of Turner (6-1), Staten (5-4) and Jones (4-7).

The 125cc Pro class was just as impressive a line-up as were the 250cc Pros. LOP's Gary Denton (Hon) grabbed the holeshot in moto one with Chris Morey (Suz), John O'Mara (Mug), and Chris Heisser (Hon) in pursuit. The field channeled up Webco Hill and O'Mara moved into second behind Denton. At one split second, O'Mara looked back and Heisser slipped by him into second place, then literally blasted past Denton and took the lead. The position up for grabs was fourth. Mike Tripes (Suz), Morey, Andy Northrup (Suz) and Bobby Sullivan (R&D) were the four riders contesting for the position. Tripes was able to hold onto fourth and at the finish turn, all in a matter of seconds, Morey bailed as did Northrup which meant Sullivan took over fifth. The moto ended with Heiser running away, Denton was a solid second, Mugen-mounted O'Mara was third then Tripes, Sullivan and Anaheim-Husky mounted Craig Dale.

In moto two, Heisser started out with a bit of bad luck by being hung up in traffic coming off the starting gate. O'Mara led the field along with Denton, Tripes and Turner. On lap six, Turner moved ahead of Tripes and Denton pulled within two seconds of O'Mara. The number one 125cc rider for 1980, Tripes, put his skills to work and tried all his tricks to get past Denton but to no avail. O'Mara won the moto and a 3-1 tally awarded him the overall win. Denton went 2-3 for second over Heisser (1-6), Tripes (4-4) and Turner (7-2).

Results

MINI JR: 1. H. Eller (Kaw); 2. K. Dietz (Yam); 3. M. Dodge (Hon).
MINI INT: 1. A. Baker (Suz); 2. S. Andre (Suz); 3. T. Hewatt (Hon).
MINI EX: 1. S. Hewatt (Hon).
100cc JR: 1. H. Erler (Suz); 2. B. Tetherton (Esc); 3. M. VanCamp (Suz).
125cc JR: 1. J. McDougal (Hon); 2. R. Varner (Kaw); 3. D. Betley (Tcw).
250cc JR: 1. R. Hannah (Suz); 2. V. Sarkisian (Suz); 3. T. Kneifl (Mai).
OPEN JR: 1. J. Castillo (Suz); 2. P. Landis (Hon); 3. J. Larson (Suz).
125cc INT: 1. R. Cecrle (Suz); 2. V. Butler (Suz); 3. A. Lucas (Kaw).
250cc INT: 1. J. Lusignan (Hon); 2. A. McClain (Hon); 3. D. Hayes (Hon).
OPEN INT: 1. F. Rowe (Yam); 2. J. Beltnick (Mai); 3. D. Pintar (Yam).
125cc PRO: 1. J. O'Mara (Mag); 2. G. Denton (Hon); 3. C. Heisser (Hon).
250cc PRO: 1. D. Taylor (Yam); 2. T. Wanket (Yam); 3. R. Turner (Suz).
OPEN PRO: 1. S. Rhyan (Mai); 2. A. Smith (Hus); 3. C. Jones (Mag).

Chappy happy over Saguaro MX wins

By Nancy Keyes

TUCSON, AZ, DEC. 16

Chappy Blose took wins at Saguaro Raceway in both the 250 and 125cc Pro classes, but not without a fight.

Blose, grabbing the holeshot the first moto in the 250cc class, was followed by Rick Watmore and David King. King took over second and David Crawford grabbed third as King fell in the valley. Crawford developed bike problems and King, having worked his way back up again, made his play on Blose, taking over first for the last two laps.

The second moto Ron Watmore took the lead, followed by Blose, Crawford and King. Blose took Watmore coming out of the valley and held it to the finish with King only half a bikelength behind.

Todd Phillips and Tibbs McCollough were first out in the 125cc Pros with McCollough going down in the fifth turn. Blose got past Phillips below Sunshine and stayed in the lead with Phillips right behind.

McCollough pulled the second moto holeshot followed by Blose, Crawford and Dircks. Blose took first as they came up from the valley and Crawford squeezed by for second, giving Blose first, Crawford second and McCollough third overall.

Pat Eggman, Pat Kennedy, and John Janssen took first, second and third from the beginning of the 125cc Juniors' first moto with John Janssen taking first the second moto. Kennedy and Eggman fought over second with Eggman grabbing it on the berm before the finish line. Keith Rich took first overall in the 125cc Beginners, with Jim Seeger second and Tony Leon third.

Our sweepstakes winner for this week were Wes Blair in first, Jim George second, and Pat Eggman third. This race is a runoff of all the trophied winners of all classes.

Results

MINI BEG: 1. Keyle Williams (KX); 2. Dave Wooten (Yam); 3. Larry Moore (Suz).
MINI INT: 1. David Martin (Suz); 2. Scott Keyes (Suz).
100 BEG: 1. Roy Monaghan (Suz).
100 JR: 1. Scott Guerin (Yam).
125 BEG: 1. Keith Rich (Suz); 2. Jim Seeger (Yam); 3. Tony Leon (Yam).
125 JR: 1. Pat Eggman (Yam); 2. John Janssen (Suz).
125 INT: 1. Rich Collins (Suz); 2. James George (Suz).
250 BEG: 1. Don Davis (Yam).
250 JR: 1. Scott Brevaire (Yam); 2. Ken Hurt (Yam).
250 INT: 1. Wes Blair (Yam); 2. Greg Strawn (Yam).
OLD TIMERS: 1. Ken Lakey (Mai).

OPEN BEG: 1. Don Davis (Yam).
OPEN PRO: 1. David King (Yam).
125 PRO: 1. Chappy Blose (KX); 2. David Crawford (Suz); 3. Tibbs McCullough (Suz).
250 PRO: 1. Chappy Blose (KX); 2. David King (Yam); 3. Ron Watmore (Yam); 4. John Imbriale (Hus).

Staten stomps Corona MX

By Ron Lawson

CORONA, CA, DEC. 14

Yamaha's Rex Staten captured the honor of being the hottest rider at Corona Raceway in the track's last motocross event of the '70s. A strong turnout of riders made it to the race track for the race, after which the track will shut down over the holidays to reopen on Jan. 11, 1980.

Staten watched the year and the decade go out in style from the top of the 250cc Pro class. The first holeshot went to him and his white Yamaha, but Juan Benavidez (C-A) was right behind. Benavidez has really been coming on strong lately at Corona and Staten wasn't able to shake him in the early laps. But while trying to pull alongside the leader in a section of stadium style whoops, Benavidez got out of shape and went down. This gave a distant second place to John Greenway (DG Hon). Benavidez was all the back back in fifth place, but in a few laps he had caught fourth place Ted Hoyt (Yam) and closed on Eric MacCracken (Yam) for third. MacCracken, in turn, had closed on Greenway and on the sixth lap, he took control of second. Benavidez also managed to pass Greenway and at the finish line it was Staten, MacCracken, Benavidez, Greenway and Bill Chapin.

Once again the holeshot went to Staten in round two, but this time it took Benavidez a little time to move into second. That time was all Staten needed to pull into a strong lead and the rest of the race was like a parade. Staten was firmly in control all the way with Benavidez second, MacCracken third, and Keith Williamson (Yam) fourth. The only race was for fifth place where Greenway edged out Hoyt after Gary Jones (Amx) dropped out of the race.

In the 125cc Pro class, Rick Jackson (Suz) took the first moto, but DNF the second round. Andy Northrup (Suz) was the overall winner with his 3-1 score over Craig Dale's 2-3 and Troy Lee's 5-2.

Upland High took this round of HSMX with five wins. In the 175cc and 125cc Senior classes it was Pat Weber on top while Mike Schexnyder took both the 125 and 175cc Intermediate classes. Bill McCarter also carried the Upland banner to victory in the 100cc Senior class. Coming in second was North High with two wins courtesy of D.D. Ashley and Jim McIntosh.

Results

MX
MINI BEG: 1. Mark Redding (Hon); 2. Glenn Clark (Yam); 3. Dan Hovis (Yam).
MINI NOV: 1. Roger Ebling (Kaw); 2. Kevin Fringer (Suz); 3. Joe Rincon (Kaw).
MINI INT: 1. Dan Wawrzaniak (Yam); 2. Gordon Ward (Suz); 3. Scott Brown (Yam).
100 BEG: 1. Mike Fedorow (Yam); 2. Matt Urbanek (Yam); 3. Rob McReynolds (Yam).
125 BEG: 1. David Jann (Suz); 2. Matt Smith (Hon); 3. Jim Penham (Suz).
125 BEG: 1. Paul Ellis (Suz); 2. Lance Felnage (Yam); 3. Eric Sanchez (Suz).
125 NOV: 1. Craig Cable (Suz); 2. Steve Braseny (Suz); 3. Jim Turpan (Suz).
125 INT: 1. Joe Nist (Suz); 2. Mike Palozzolo; 3. Dave Odem.
125 INT: 1. Chip Vogel; 2. Tony Randall; 3. Dave Hlaverson.
125 PRO: 1. Andy Northrup (Suz); 2. Craig Dale (Hus); 3. Troy Lee (Suz).
250 BEG: 1. Dan Donahue (Yam); 2. Gary Sewell (Amx); 3. Mike Hefley (Yam).
250 NOV: 1. Mark Mason (Kaw); 2. Scott Denny (Suz); 3. James Rapp (Yam).
250 NOV: 1. Robert Tippit (Suz); 2. Ed Reyes (Kaw); 3. Steve Simon (Hon).
250 INT: 1. Alan Skiles (Hon); 2. Mark Howard (Yam); 3. David Neal (Hon).
250 PRO: 1. Rex Staten (Yam); 2. Juan Benavidez (C-A); 3. Eric MacCracken (Yam).
OPEN BEG: 1. Dave Terrell (Hus); 2. Bob Petritz (Yam); 3. Bob Kobe (Yam).
OPEN NOV: 1. Ed Bickel (Yam); 2. Jim Speight (Mai); 3. Ron Weaver (Suz).
OPEN PRO: 1. Gregg Gibboney (Yam); 2. Paul Sedler (Amx).
HIGH SCHOOL
MINI NOV: 1. Roger James (Suz); 2. Lance Hopton (Suz); 3. Russ Howell (Yam).
MINI SR: 1. Don Sigrist (Suz); 2. Dale Dondel (Kaw).
100 SR: 1. Bill McCarter (Suz); 2. Alan Tombs (Yam).
WOMAN'S: 1. D.D. Ashley (Yam); 2. Toni Mazzacane (Yam); 3. Karen Kennedy (Kaw).
125 NOV: 1. John Daughters (Suz); 2. Tracy Leavitt (Suz); 3. Dan Gentle (Suz).
125 INT: 1. Mike Scheznyder (Yam); 2. Steve Denny (Yam); 3. Ray Glover (Yam).
175 NOV: 1. Todd Huegel (Suz); 2. Butch Paick (Yam); 3. Steve Galatino (Suz).
175 INT: 1. Gary Harris (Suz); 2. Mike Schexnyder (Yam); 3. Mitch Gabriel (Suz).
250 NOV: 1. Jim McIntosh (Yam); 2. Kevin Reynolds; 3. Jeff Shettal (Hon).
250 SR: 1. Tim May (Suz); 2. Dave Wigington (Yam); 3. John Mazzacane (Suz).
500 NOV: 1. Kevin Reynolds (Bul); 2. Barney Frank (Suz); 3. Scott Campbell (Yam).
500 SR: 1. Dane Wigington (Yam); 2. Min McIntosh (Yam); 3. John Mazzacane (Suz).

Beltinck blasts Old Timers' '79 finale

By Bob Alloy

ORANGE, CA, DEC. 9

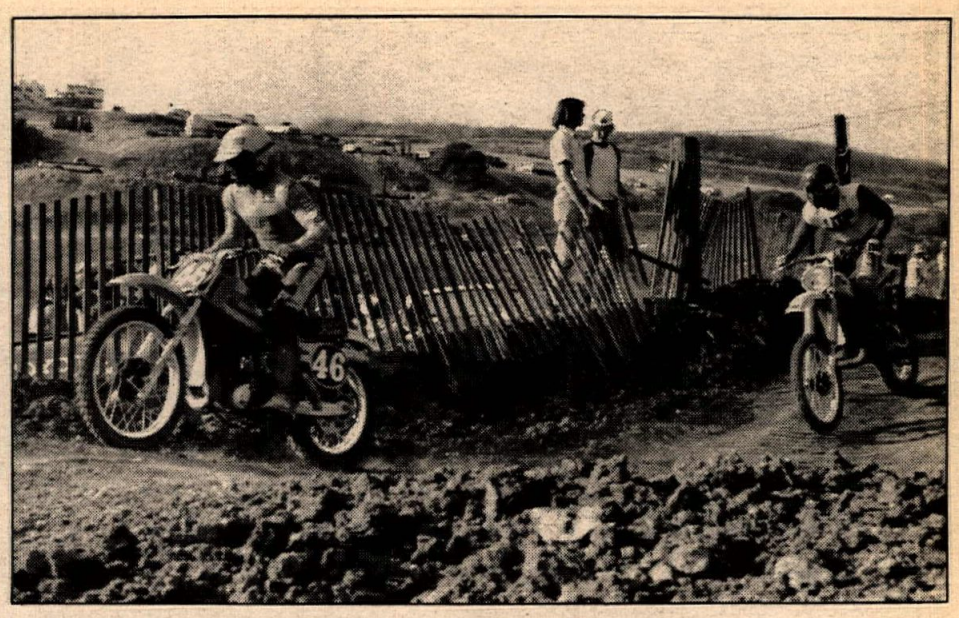
Forty-five daring, brave, and yes, fast Old Timers showed up at Saddleback to race for the last time in 1979. As usual, there were some track changes and we were all eager for the excitement. An added treat was the birthday celebration of our president, Dan Harris. Birthday cake was provided for all.

Startng the action was Jim Beltinck of the Master's class. Jim really had things moving, taking the holeshot and building a nice lead, but shift lever problems caused Jim to be stuck in second gear. Marvin Olsen seized the opportunity and took over the lead and true to Marvin's nature, he went on to the big first place win. Beltinck followed, and Marshall Jennings placed third. The second moto started as the first with Beltinck out with the holeshot again but this time nothing came between Jim and winning. Coming in second was Marv Olsen and Jennings again placed third.

Ray Sanchez of the Expert class was truly the man to beat in moto one as he took the lead and actually led the Masters for the first lap, and was with the Masters when he won the moto. Norm Elledge found a nice line and won second, and Joe Bray on his Maico followed Norm in for third. In the second moto it was Elledge making some of those rough jumps look easy. Norm placed first, followed by Bob Berdyck from San Diego. Dick Mosley was in there with a good third place win.

Bob Beasley of the Amateurs won big. Bob took the big trophy with a first in both motos. It was Lowell Smith from Simi Valley blasting in to take second in moto one. Following Lowell was Asker Larnkjaer with a good third place win. Taking second in moto two was Larnkjaer, and following Asker was Gene Powell.

Bob Klatt was the big winner in the Novice division as he wrapped up both motos. Bob didn't start out so well but what an ending. Dan Kawashima, a consistently good rider, placed second and Larry Escamilla took third. Slipping into second place in moto two was Bob Alloy and following was Larry Escamilla with another good third. Just a special mention of one of our truly dedicated Novice ridcers, John Turdo, who is one who rarely misses a motocross race and is a great person in all respects. Just incidentally, John is 58. Hard to keep up with a guy like that but a worthy aspiration.



Ron Turner leads Mark Lawrence at CRC's Saddleback MX.

Results

MASTERS: 1. Jim Beltinck (Mai); 2. Marvin Olsen (Mai); 3. Marshall Jennings (Suz).
EX: 1. Norm Elledge; 2. Robert Berdyck (Mai); 3. Dick Mosley (Mai).
AM: 1. Bob Besley; 2. Asker Larnkjaer; 3. Gene Powell (Hus).
NOV: 1. Bob Klatt (Hus); 2. Larry Escamilla (Hon); 3. Bob Alloy (Yam).

Taylor, Whiting, Marino hot at CRC Saddleback MX

By Keith Clemons

ORANGE, CA, DEC. 9

Another beautiful day of motocross for the California Racing Club out at Saddleback Park with abundant local talent pushing competition to its best.

Mark Brooks turned a quick first moto win in the Open Pro class and after running a no interference race looked good to clinch the cash. But the Wheelsmith Maico-riding Brooks hadn't counted on an assault by bombarding Bob Marino. Marino, who followed Brooks' trail in the first moto, bounced back to take the second heat as effortlessly as Brooks had done the first. Marino dug dirt from the start of moto number two and didn't pull his hand from the throttle till the checkers waved. This time around it was Brooks holding the secondary position all the way and, of course, that left him with a little less cash than he had hoped for. Marino took top Open Pro pay for the day. Brooks bagged bucks for second overall and Bruce McDougal finished the day third.

The game was played the same way in the 125cc Pro race when total domination of the first moto was held by Ron Turner and second moto control was seized by A.J. Whiting. Turner slammed his Suzuki through the first moto's early turns to gain a good lead and secure his unchallenged victory with Whiting Yamahauling in second. But fate dealt the cards and Turner drew an unlucky number. In the second moto Turner picked up a slow sixth place start with Whiting running and gunning the front. As Turner worked his way to the top, lap by lap, Whiting increased his lead to the point of no hope for Turner. Turner did achieve a second place position before half the race was through but by then Whiting was so far gone the results were sealed. Whiting scored as the 125cc Pro overall top money maker while Turner played it out to collect for second overall. Dean Cates captured the third position payoff.

David Taylor took both 250cc Pro motos with flair. At the start of the first round Gary Denton landed the lead but Taylor came up fast and scored on the third lap leaving Denton behind as he moved into open country where he stayed to win the race. Denton held second position for most of the race but before the final lap yielded to the pressure laid on him by Mark Lawrence, who moved into second place, and Pete Snorteland who finished third.

Denton aced the holeshot in moto two also and finished the first lap out front with Bob Marino running second. But Taylor was tuned in and turned on, and on the second lap passed both Denton and Marino in one shot, clinching the victory spot and holding it uncontested to the end. Jim Tarantino squeezed into second place and held it for most of the moto but a misfortune made her debut and Tarantino went down in the second to last lap. Marino quickly seized second and remained there to the finish with Ron Turner tracking third. Taylor, of course, became the overall winner, with second for the day going to Lawrence and third to Snorteland. ●

Results

OPEN PRO: 1. Bob Marino (Yam); 2. Mark Brooks (Mai); 3. Bruce McDougal (KTM).
OPEN INT: 1. Dan Moore (Mai); 2. Steve Tafoya (Hus); 3. Art McClain (Mai).
OPEN NOV: 1. Jim Weis (Suz); 2. Bob Burleigh (Hus); 3. Bob Sullivan (Suz).
OPEN BEG: 1. J. Liddy (Yam).
250 PRO: 1. David Taylor (Yam); 2. Mark Lawrence (Yam); 3. Pete Snorteland (C-A).
250 INT: 1. Jim Coffey (Yam); 2. Joe Bray (Suz); 3. Todd Simmons (Suz).
250 NOV: 1. Bernard Garsen (Suz); 2. Roger Heyes (Hon); 3. John Jackson (Hon).
250 BEG: 1. Dirk Crowlover (Yam); 2. Warren Posey (Yam); 3. Steve Russel (Suz).
125 PRO: 1. A. J. Whiting (Yam); 2. Ron Turner (Suz); 3. Dean Cates (Suz).
125 INT: 1. Vaun Butler (Suz); 2. Steve Redding (Hon); 3. Darel Francis (Yam).
125 NOV: 1. Pat Weber (Suz); 2. Ruben Torres (Yam); 3. Todd Lindsley (Suz).
125 BEG: 1. Don Myron (Suz); 2. Mike Mellinger (Yam); 3. Duane Tomowo (Hon).
100 BEG: 1. Chris Fleming (Yam); 2. Robert Jimenez (Suz); 3. Melinda Smith (Yam).
100 NOV: 1. Dan Duffield (Suz).
100 INT: 1. David Crigler (Suz).
VETS SR: 1. Bob Hayes (DMG); 2. Dudley Duncan (Mai); 3. Jake Buckner (C-A).
VETS INT: 1. Askar Larnkjaer (Suz); 2. R.A. "Buzz" Moeller (Hus); 3. Jerry Black (Mai).
VETS JR: 1. Clive Clteffins (Yam); 2. Dean Saunders (Hon); 3. Bob Denham (YZ).
MINI EX: 1. Sam Storer (Kaw).
MINI INT: 1. Bruce Bunch (Kaw); 2. Todd Campbell (Kaw); 3. Jon Hughlett (Yam).
MINI NOV: 1. Jeff Barbacovi (Yam); 2. Robert Jimenz (Suz).
MINI BEG: 1. Richard Flemming (Kaw); 2. Eddie Castaneda (Suz); 3. Kenny Dtete (Yam).

NORTHERN DATELINE

Dean Wiggins flew to the Open Expert win at Sears Point.

Wosick and Wiggins get wild 'n wooly at Sears Pt. MX

By W. H. Spencer

SONOMA, CA, DEC. 9

Lightning Larry Wosick and dancin' Dean Wiggins highlighted the second event in the Sears Point Raceway Winter Motocross Series along with a good crowd out to qualify for the Supercross in Oakland. Using a slightly modified Trans-USA course, the riders were enthused with the fast track that was a whole lot dryer than the first race in the series had been.

The first moto of the day was started in dense fog but most everyone was intensely watching all 23 riders involved while Larry Wosick on the Moto-X Fox Kawasaki smoked the troops from a to z in both motos. Showing best why he was hired by the factory green team, Wosick applied smooth technique with blinding speed and the fans loved it.

Holding second for a few laps was little Billy Leonhart on his ND sparked South City Cycles Husky over Bill Grossi on a Moore & Sons similar mount. Young Joe Schlag was riding the Cycle City Maico ahead of Tom Dougherty and Dean Wiggins. On the second lap Wiggins crashed his Petaluma Cycle Maico hard while doing some fancy passing and had to work from last to take a 14th in the moto.

Meanwhile, Bill Grossi took over second place and held it for the distance behind Wosick who remained at a reserved lead throughout. Leonhart dropped to fifth at the checkered while Schlag finished up close to Grossi for third over Dougherty.

In the second round Wosick walked the start once again with Grossi in hot pursuit over Wiggins, Schlag and Dougherty. Jeff Watts made some good moves, getting by Dougherty in one slip and then moving by Schlag on the last lap to garner fourth in the moto and fifth overall. Wosick took the big bucks home while Grossi was consistent with a 2-2. Schlag combined a 3-5 for fourth over Dougherty's 4-6.

Jerry Brandt came off a terrible first moto start in the 250cc Junior to finish first overall after working his way through a 30 rider pack. He combined 4-1 moto scores after winning the second round, handily leading every lap on his Concord Yamaha mount. Irv Achziger led most of the first moto while dicing with Rich Luther and Tom Ross but he crashed hard on the last lap and brought his San Francisco Honda home in seventh. Irv started eighth in the second round and worked up to a fifth while Ross took a fourth for second overall at 2-4. Russ Whelten was in for third at 5-6.

Two really big 250cc Novice divisions made for hot and heavy excitement with Cliff Coates tripping in from Reno to win the first division with a 2-3 count. Jim Domenighini took the first moto on his Cycle Stop Honda but had to work extra hard in the second moto just to get an eighth. Andy Tchirkine was consistent on his San Francisco Yamaha for third overall at 6-5 and Ron DiBasilio made the Supercross qualifying with a 5-7 count for fourth over Tony Torres.

Second division was an easy affair for Greg Bonovich on a Fairfield Cycle YZ with a 1-1 up front effort. He came up to win from fifth in the first moto and led Jerry Cabral all the way in the second round. Former flat tracker Jim Jepson took second overall with a pair of threes and 14-year-old Dorene Payne bested most of the boys with a 4-5 third overall on a Yamaha.

In the new Schoolboy class, where D-36 rules specify no more 100cc minibikes, Vince Pirlo took the big win with a perfect score while J.D. Harris was second with a 3-2 and Troy Barazoto was third with a 2-4.

Minibikes were plentiful in the Novice ranks where Troy Joyce was the winner while Tyson Vohland still pretty much has to play by himself due to lack of Experts. Walt Bevans is still trying to decide if this is the hot set-up.

Killer Joyce led all of the first moto with the exception of a few hundred feet when Vohland worked his Yamaha around the former Gary Jensen RM. But Tyson dropped it in the tricky off camber pit turn and Troy went off to the big win. Eric Liddell led most of the second round but got picked off by Vohland and wound up out of the money after a bad first round. Frank Szazy took second with a pair of thirds and Kevin Snider rode his McGill's YZ 80 to third over Eric Cavaliere on yet another Yamaha.

The Open Expert bash was a trade off with Dean Wiggins winning the overall after trailing closely to Schlag in the first moto. Schlag, riding one of the new KTMs, was very fast. Wiggins played the cool part; he stayed close for second and then blitzed the second start and rode to the easy win on his Jim Saitone Maico. Jerome Heiberger took third overall after working hard

Mike Preston was the overall victor in the 125cc Expert class on a Bosch powered, Jorgy RM Suzuki after a good battle with Jeff Watts on the ex- in the first moto to get up to that position and then took third behind Schlag in round two after having run second behind Wiggins. It was not one of Jerome's better days.

Mark Duval rode to a pair of winners in the Open Junior with Grant Higginbotham chasing him home for second overall on the Cycle Riders Supply Maico. Rick Catton won the Open Novice fray with a pair of twos over Anthony Abel who won the first round but crashed to ninth in the second after pressuring Eric Von Urff.

Donnie Cantaloupi Moto-X Fox Yamaha. Jeff, the new hot rider for the Pro series, handily won the first moto after passing Preston on the second lap and leading the distance. In the second round Preston led throughout with Phil Crane the inbetween close guy but on the fourth lap, Watts got off hard and DNF. Crane took second overall with a 3-2 while Brian Wargo was third with a 7-3 count over Kent Woods, 5-5.

Results

VET NOV: 1. Don Rich (Yam); 2. John Rasor (Mai).
VET JR: 1. Curt McMahon (KTM); 2. Pete Wosick (Hon).
VET EX: 1. Jim Ricci (Hon); 2. Pete Porter (Kaw).
OT NOV: 1. Kevin Brown (Hus).
OT JR: 1. Mike Heiberger (Mai).
OT EX: 1. Gene Higginbotham (Mai); 2. Bill McClinton (DMS).
85cc NOV: 1. Troy Jouce (Suz); 2. Frank Szazy (Suz); 3. Kevin Snider (Yam).
80 JR/EX: 1. Tyson Vohland (Yam); 2. Walt Bevans (Kaw).
SCHOOLBOY: 1. Vince Pirlo (Suz); 2. J.D. Harris (Suz).
125 NOV DIV I: 1. Allen Silhanek (Suz); 2. Chris Terry (Suz); 3. Matt Elkins (Suz).
125 NOV DIV II: 1. Scott Rohrs (Suz); 2. Tommy DuPont (Suz); 3. Kurt Iselin (Yam).
125 JR: 1. Danny Castro (Yam); 2. Gary Hutto (Kaw); 3. Matt Hachenberg (Suz).
125 EX: 1. Mike Preston (Suz); 2. Phil Crane (Suz); 3. Brian Wargo (Suz).
250 NOV DIV I: 1. Cliff Coates (Suz); 2. Jim Domenighini (Hon); 3. Andy Tchirkine (Yam).
250 NOV DIV II: 1. Greg Bonovich (Yam); 2. Jim Jepsen (Yam); 3. Dorene Payne (Yam).
250 JR: 1. Jerry Brandt (Yam); 2. Tom Ross (Hon); 3. Russ Whelton (Kaw).
250 EX: 1. Larry Wosick (Kaw); 2. Billy Grossi (Hus); 3. Joey Schlag (Maci).
OPEN NOV: 1. Rick Catton (Mai); 2. Anthony Abel (Yam); 3. Steve Henls (Hus).
OPEN JR: 1. Mark Duval (Suz); 2. Grant Higginbotham (Mai); 3. R. Caspar (Yam).
OPEN EX: 1. Dean Wiggins (Mai); 2. Joey Schlag (KTM); 3. Jerome Heiberger (Mai).

Woodall and Johnson earn Sand Hill MX honors

By Pat Doyle

BRENTWOOD, CA, DEC. 16

Many track improvements during the week provided a super race course for Sunday's motocrossers. Excellent traction and minimal dust completed the setting for the day's racing.

The combined Expert division charged off the gate behind David Woodall's Maico with Joey Schlag's KTM and Jerry Edie's Yamaha rounding out the top three spots. Schlag had grabbed the lead by lap two and stayed in front to the checkered, followed by Woodall, Edie and George Lowery. Fifth overall spot and tops for the 125s was Mike Holmes' Suzuki in front of Bill Johnson's Yamaha.

Moto two saw early leader Schlag fall back to 13th position with bike problems. Husky rider Dave Mythen took charge of the number one spot ahead of Bill Leonheart's Husky, Kenny Rodriquez and a hard charging Dave Woodall. Woodall moved to second by the halfway point to challenge Mythen. Mythen was able to hold off Woodall for the overall with Schlag making a great comeback to fifth for the overall runnerup spot ahead of Mythen.

Bill Johnson topped the 125cc riders for the overall win with Tim Leat taking second.

Eric Mashbir piloted his Honda to both moto wins in the 125cc Junior division with Mike Mythen on the Suzuki taking second overall. In the 250cc Junior Frank Risner's 1-2 finish beat out Irvin Achziger's 3-1 in the overall standings with Jim Sisco taking third with a 2-4 performance.

The man himself, Dick Mann, led the Old Timers over the hill and off the jumps to take top honors ahead of the Dam Cycle's Maico of Jack Lewis. Vet action saw Motorsports' Jim Hartbauer hold off a good effort by Steve Bevelaqua in the Expert division. Novices Craig Boshard and Nick Navak swapped moto wins behind Vet Junior winner Pat Doyle.

Hot-hand-of-the-day award went to Jim Rich riding both the Open and 250cc Novice divisions. Rich, riding a 250 Honda, led every lap of both motos of the 250cc Novice Division II and handily took the overall ahead of a good 2-3 performance by Vernon Forsyth. In the Open Novice moto one, Rich on a 500 Yamaha extended his lead to nearly a half a lap by the checkered flag. A perfect record was spoiled by a DNF while leading comfortably with two laps to go in moto two. Tony Shipman took the overall followed by David Montgomery and Greg Smith.

Results

80 NOV: 1. Frank Szozy (Suz); 2. Steve Nauman (Yam); 3. Jon Nauman (Yam).
80 EX: 1. Tyson Vohland (Yam).
100 NOV: 1. Troy Barazoto (Suz); 2. Laroy Delean (Suz); 3. Dieter Klausing (Suz).
125 NOV DIV I: 1. Jeff Holder (Yam); 2. Vernon Forsyth (Yam); 3. David Montgomery (Kaw).
125 NOV DIV II: 1. Bill Agular (Suz); 2. Mike Davis (Suz); 3. Jim Ricci (Hon).
125 JR: 1. Eric Mashbir (Hon); 2. Mike Mythen (Suz); 3. Mike Randal (Suz).
250 NOV DIV I: 1. Van Buxton (Hon); 2. Greg Raub (Hon); 3. Steve Furtado (Suz).
250 NOV DIV II: 1. Jim Rich (Hon); 2. Billy Risner (Hon); 3. Vernon Forsyth (C-A).
250 JR: 1. Frank Risner (Yam); 2. Irvin Achziger (Hon); 3. Jim Sisco (Suz).
OPEN NOV: 1. Tony Shipman (Hus); 2. David Montgomery (Yam); 3. Greg Smith (Yam).
OPEN JR: 1. Mark Duval (Suz); 2. Jess Guyman (Yam); 3. John Senggs (Mai).
125 EX: 1. Bill Johnson (Yam); 2. Tim Leat (Suz); 3. Glen Reinberg (Suz).
250/OPEN EX: 1. David Woodall (Mai); 2. Joey Schlag (KTM(; 3. Dave Mythen (Hus).
VET NOV: 1. Nick Navak (Hon); 2. Craig Boshard (Suz); 3. Hank Wessel (Yam).
VET JR: 1. Pat Doyle (Mai).
VET EX: 1. Jim Hartbauer (Mai); 2. Steve Bevelaqua (Suz); 3. Jim Ricci (Hon).
O.T. NOV: 1. Kerwin Brown (Mai).
O.T. JR: 1. Jim Armada (Mai).
O.T. EX: 1. Dick Mann (Hon); 2. Jack Lewis (Mai); 3. Anthony.

Gregson and Azar duel in the damp

By Marlon P. Stockton, Jr.

INDEPENDENCE, OR, DEC. 14

Riders stood around until seven o'clock waiting for word on if it was a rain-out but officials decided to go ahead with the program. A $500 purse was being offered to the Pros and many had traveled long distances. The 125cc Pros were first onto the track where sections were flooded due to the high water level of the Willamette River. Ross Learn (Suz) of Spokane, WA led until the pack got to the waterhole where National rider Mark Gregson, riding a borrowed Suzuki, used his experience and wheelied by. Holding down third was Eddie Davis (Hon) and Sonny Stockton (Yam) in fourth. As Gregson approached a lapped rider, he fell, letting Learn go on to win.

Second time out, Rich French (Yam) led the pack with Tod Pruett (Kaw), Learn, Richard Earle (Suz)

and David Bunker (Hon) behind. Back in 12th was Gregson, moving up fast. By lap five, French yielded to Gregson and both widened the gap on the rest of the field.

Rain poured down in buckets for the first 250cc Pro moto. LOP rider Gregson was first to the triple jumps which he cleared with ease, mud and all, much to everyone's amazement. It was good to see Rich Earle back in action after a year as Gregson's tuner. Earle (Suz) held down second for a while until Rich French (Yam), (from somewhere back east), passed him with smooth precise styling similar to Gregson's. Gary Ostreim (Suz) looked good also and finished fourth.

Moto two found Gregson doing his thing only to lose it on the third lap to friend and ex-LOP rider Bill Joyce on a Husky. At the flag it was Joyce, Gregson, French, Earle and Mitch Paulsen (Kaw).

Open Pros had no problem with the mud. Idaho's Tod Pruett on a big bore Kawasaki support ride was extremely fast. He won moto one followed by Clay Azar (Yam) on a 465cc monster and Richard Earle on an LOP 425 Yamaha belonging to Mark Gregson who did not ride this event. Final round had Azar lead wire to wire while Pruett and Earle tangled, letting Joe Knight (Suz) into second, but a DNF in moto one kept him out of the cash.

It might have been a wet night up north, but Gregson didn't mind. He got his share of the cash and also had only a half hour drive home to Salem, Oregon.

Results

MINI/JR/INT: 1. Steve Cramer (Yam); 2. Jim Dampier (Suz); 3. Davie Williams (Suz).
MINI EX (OVER 16): 1. Bill Joyce (Hon); 2. Eddie Davis (Hon); 3. Mark Gregson (Yam).
MINI EX: 1. Tim Christler (Kaw); 2. Kip Carlson (Suz).
100cc (ALL): 1. Martin Shields (Suz); 2. Ricky Jones (Yam).
125cc JR/INT: 1. Brian Stevens (Suz); 2. Buck Bridger (Yam); 3. Ryan Hopewell (Suz).
125cc PRO: 1. Mark Gregson (Suz); 2. Rich French (Yam); 3. Tod Pruett (Kaw).
250cc JR/INT: 1. Brian Stevens (Suz); 2. Charles Mosbrucker (Hon); 3. Clifton Curtiss (Hon).
250cc PRO: 1. Mark Gregson (Yam); 2. Rich French (Yam); 3. Bill Joyce (Hus).
OPEN JR/INT: 1. Michael Murphey (Yam); 2. Carl Lindauer (Suz); 3. Rob Cramer (Yam).
OPEN PRO: 1. Clay Azar (Yam); 2. Tod Pruett (Kaw); 3. Richard Earle (Yam).
OLD TIMERS: 1. Dick Teeter (Suz); 2. Jim Earle (Suz); 3. Rob Cramer (Yam).

Hayes, Jorgy tops again at D-36 rough scrambles

By Roy Hartbauer

BRENTWOOD, CA, DEC. 14

In a repeat performance of last week's scrambles duel, Tracy Hayes and Alex Jorgenson gained Expert victories at the freezing Sand Hill Ranch night track.

It looked like Hayes would be out of contention as the Open heat race belonged to Alan McGehee and Jim Hartbauer. The pair pulled ahead of the pack early with McGehee moving into the lead on the final lap. The main event was a different story as Hayes moved ahead of McGehee to stay, leaving Alan in second. Hard charger Brian Thompson again finished with the front runners in third.

As expected, Alex Jorgenson took an immediate commanding lead in the 250cc Expert event, then stretched it out. The only race in this class was between Jerry Brandt and Troy DeHerrera for second. Brandt followed Jorgy to the finish line, six seconds behind, as DeHerrera took third.

Junior Bill Aguilar held on to win the combined 125cc Novice/Junior class despite the late-race charge put on by Ken Klein. Klein, who finished as top Novice, closed the gap on Aguilar but fell short. Brian Flinn followed the pair as the second place Novice.

Roy Fisher came out of hiding to do battle with Jim Hartbauer and the rest of the Vets and Old Timers. Hartbauer, however, pulled away for an enormous lead leaving Fisher and Mike Underhill to duel for second. Underhill came out on top with Fisher third. The leading Novice of the night, Craig Bostard, finished fifth overall.

Results

50cc/60cc: 1. S. Davidson (Suz); 2. T. Roloff (Suz); 3. D. Delay (Suz).
80cc: 1. R. Sisco (Suz); 2. C. Bissell (Kaw); 3. S. DeLay (Suz).
125cc JR: 1. B. Aguilar (Suz).
125cc NOV: 1. K. Klein (Suz); 2. B. Flinn (Hon); 3. B. Davis (Suz).
100cc NOV: 1. D. Parkening (Suz); 2. T. Barazoto (Suz); 3. T. Seaman (Suz).
250cc JR: 1. C. Christian (Yam).
250cc NOV: 1. R. Fisher (Yam); 2. S. Fleshman (C-A); 3. K. Klein (Suz).
OPEN NOV: 1. D. Wilson (Yam); 2. C. Riddle (Yam); 3. R. Roberts (Hon).
OPEN JR: 1. M. Underhill (Yam).
VETS/OLD TIMERS: 1. J. Hartbauer (Mai); 2. M. Underhill (Yam); 3. R. Fisher (Yam).
250cc EX: 1. A. Jorgenson (C-A); 2. J. Brandt (Yam); 3. T. DeHerrera (Yam).
OPEN EX: 1. T. Hayes (Suz); 2. A. McGehee (C-A); 3. B. Thompson (Yam).

Duncan, Janzen pass Tulare CMC turf test

By Jerry Parsons

TULARE, CA, DEC. 9

Lee Duncan Jr. celebrated the holiday season by winning both motos of the 80cc stock class at Tulare's Off Road Vehicle Park.

Duncan, eager to take home the gold, jumped into an early lead by pulling the holeshot, while Trina Wallis (the only girl rider) followed hot in his tire tracks. By lap three John Cook, riding a Suzuki, had made his way past Wallis and was gaining ground on the leader but Duncan was showing no signs of pressure and finished a well deserved first.

The second moto started out much as the first with Duncan pulling the holeshot only this time he was followed by Cook who was holding a fast pace. Wallis, determined to take home more than a third, was putting the pressure on equally as well. Mid-way through the race Cook began pulling away from Wallis and was gaining on Duncan. By the final lap Cook was nipping at Duncan trying to find a fast line by, but he got cut short by the checkered flag. Duncan finished first, Cook second and Wallis third.

The 125cc Juniors picked up the pace with Brett Janzen pulling the holeshot. Mark Cross from Tulare was putting his Honda through a rugged test to try and overtake Janzen. Cross was followed by Shawn Broderick who was hot at his rear fender. By lap three Allen Reed had moved by Broderick and took over his spot of chasing Cross. By lap five Reed also moved around Cross and began chasing after Janzen, but was unable to catch him. Janzen finished first followed by Reed for second.

The second moto looked like a rerun of the first with Brett Janzen pulling the holeshot. This time Eddie Roberts got into the fight early and moved in behind Janzen. John Lassle who started out in sixth place moved in behind Janzen. Lassle had been moving through the pack and by lap two moved into fourth. Roberts had overtaken Janzen in the mean time and was starting to pull out a lead. Lassle moved into third behind Janzen and when Roberts went down, Janzen took over the lead. Before Janzen could finish lap four he was over taken by Lassle. While this shuffle was going on, John Seffing from Tulare had moved into third behind Janzen. Seffing overtook Janzen and moved into second and on lap six Lassle went down leaving Seffing in first. Seffing took the win with Janzen second.

The mini riders successfully tackled Tulare's CMC event.

Results

60cc: 1. Chris Neal (Suz); 2. Allen Walton (Suz); 3. John Culwell.
80 STOCK 12-16: 1. Mike Nott (Yam); 2. Ken Shirley (Suz); 3. Chuck Dolan (Suz).
80 STOCK: 8-10: 1. Tony Toste (Suz); 2. Jim Heiser (yam); 3. Chris Knight (Suz).
80cc: 1. Lee Duncan Jr. (Yam); 2. John Cook (Suz); 3. Trina Wallis (Suz).
80 INT: 1. Steven Day.
100 JR: 1. Joey Rodgers (Suz); 2. Pat Imperatrice (Yam); 3. David Holmes (Suz).
100 INT: 1. Mark Rouff (Yam); 2. J. Barnnett (Suz).
80 EX: 1. Georg Hollan.
125 JR: 1. Steve Souza (Suz);
2. Mike Guman (Suz); 3. Todd Knight (Suz).
125 JR: 1. Brett Janzen (Suz); 2. Randy Reynolles (Yam); 3. Alan Reed (Suz).
125 INT: 1. Steve Lacey (Suz); 2. Henry Armendarix (Yam); 3. Darin Powell.
125 PRO: 1. Tony Fazio (Suz); 2. David Manhire (Suz); 3. Chris Benincosa (Suz).
250 JR DIV 1: 1. Joe Roark (Kaw); 2. Troy Smalley (Suz); 3. Ricky Nunn (Kaw).
250 JR DIV 2: 1. Frank Valadgo (Hon); 2. John Cowen (Yam); 3. Mario Morones (Suz).
250 INT: 1. Steve Macorian (Hon); 2. Danny Ward (Suz); 3. Fernando Valencia (Hon).
OPEN JR: 1. Doyle Reid (Yam); 2. Craig Estrada (Suz); 3. Lindsey Nowack (Hus).
OPEN INT: 1. Harry Boudakian (Suz); 2. Cary Wilson (Suz); 3. Jim Rockwell (Yam).
VET: 1. Jim Holmes (Yam); 2. Lee Drewry (Mai); 3. Ron Clawson (Mai).

Hayes, Jorgy stay hot at SHR night scrambles

By Roy Hartbauer

BRENTWOOD, CA, DEC. 7

Tracy Hayes came away with the Open Expert class victory at the chilly Sand Hill Ranch Friday night scrambles track. Tracy seems to have overcome the crashes and mechanical problems that have plagued him in weeks past. He led the field for most of the main event, outdistancing Brian Thompson and Dave Faria to the finish line.

Alex Jorgenson braved the cold to dominate the 250cc Expert class. A close duel between Jorgy and Jerry Brandt in the heat race indicated a battle in the main event. Alex, however, jumped into a commanding early lead and left the dueling for second. Troy DeHerrera refused to let Brandt by to take second.

Bill Aguilar returned to winning form with an overall win in the 125cc combined Novice/Junior division. Bill, after a disappointing showing last week, ran out ahead of the pack to stay. Ken Klein, who recently made the jump from the Minis, finished second (and top Novice). Troy Barazoto ended up in third.

The Vets/Old Timers class which had in previous weeks dwindled, seemed to be revitalized with a full turnout. Jim Hartbauer once again proved that he was unbeatable and cruised for the easy win followed by Mike Underhill. Ron Dotson made his first appearance at the night event to finish as top Old Timer.

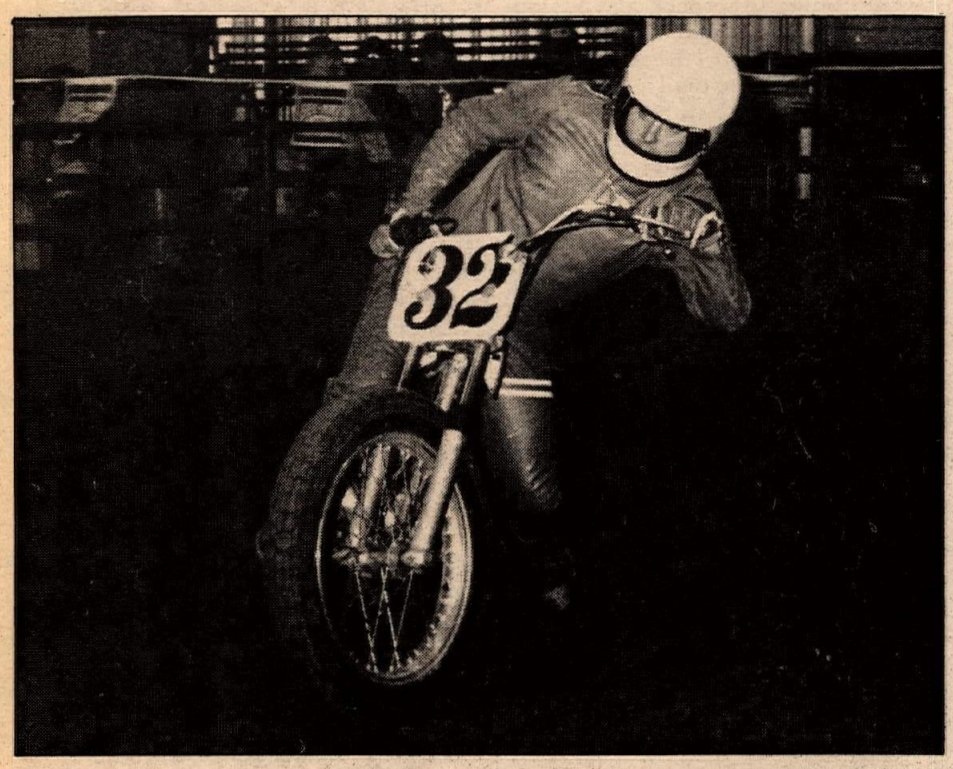
In one of the most exciting races of the night Andrea Williams overcame a poor start to take the lead and the win in the Open Novice class. Andrea showed that she needs no Powder Puff class to do well as she moved from the middle of the pack to pick off the early front runners. Andrea insured her second straight victory after passing Dana Fitzpatrick and Tim Seely in the final laps. ●

Results

80cc: 1. Bob Sisco (Suz); 2. Terry Bostard (Suz); 3. Steve DeLay (Suz).
125cc NOV/JR: 1. Bill Aguilar (Suz) Jr; 2. Ken Klein (Suz); 3. Troy Barazoto (Suz).
250cc NOV: 1. Dereck Keck (C-A); 2. Alan Loredo (Yam); 3. Ken Klein (Suz).
OPEN NOV: 1. Andrea Williams (Yam); 2. Tim Seely (Mai); 3. Dana Fitzpatrick (Yam).
250cc JR: 1. Craig Christian (Yam).
OPEN JR: 1. Steve Brown (Hon); 2. Mike Underhill (Yam).
VETS/OLD TIMERS: 1. Jim Hartbauer (Mai) Vet; 2. Mike Underhill (Yam) Vet; 3. Ron Dotson (OT).
250 EX: 1. Alex Jorgenson (C-A); 2. Troy DeHerrera (Yam); 3. Jerry Brandt (Yam).
OPEN EX: 1. Tracy Hayes (Suz); 2. Brian Thompson (Yam); 3. Dave Faria (Mai).

Central Pipeline

(Above) Kenny Tolbert keeps an eye on the rider in front. (Below) Steve Gulledge did better on a big bike, winning the Open Expert class after dropping his mini.



Gulledge and Herndon Star in Track'n Series

By E. Douglass
Photos by Camera Arts of Arlington

FORT WORTH, TX, DEC. 22

Merry Christmas to all and to all a good night. That's just what it was, a good night of racing for the Lone Star Track'n Series at Will Rogers Memorial Center. As the series draws closer to an end, riders are really getting serious about racing. Some are using different types of tires that hook up better and some are cutting the tread to get more traction.

Promoter Royal Sherbet is really working to keep the track tight with a ½ inch cushion.

In the 85cc Expert, Steve Gulledge held the lead the first six laps with Rusty Patillo and Kenney Tolbert exchanging second position. Before lap seven, Gulledge downed his bike. Never regaining the time lost, Gulledge dropped to third place with Patillo (Hon) coming in first at the checkered flag and Tolbert of Cowtown Yamaha second.

The 125cc class caused a lot of cheering from the crowds for their outstanding performances. Gregg Harrison, Bill Herndon and Keith McCullough were in a pack in the first turn. Harrison (Hon) held the lead by only inches from Herndon (C-A). The last few laps, Herndon gunned his Can-Am and grabbed first with Harrison second and McCullough (Hon) third.

The guys in the Over 30 class aren't anything to laugh about, they really look good. Eddie McCoy (Yam) was styling and holding the lead. Every now and then he looked over his shoulder, meaning, "Come on Dyson." Looking back doesn't pay, for going into the third turn of the last lap, McCoy downed his bike and Jerry Hawkins (Hon) flew in to take first, smiling Dyson (Hon) second and Kirk Tyor (Hon) third.

While Pat Kennedy (Bul) and Lonny McCroskey (Bul) were battling it out for second position in the Open Trophy class, Gregg Harrison, on his Honda 500, held the lead. The finish brought the checkered flag out for Harrison while Kennedy overpowered McCroskey to take second.

The Open Expert brought Gulledge to the winner's circle. Charlie Orr got off to a good start but trouble with his Honda caused him to lose position. Herndon (Bul) ably rode off with second place and Harrison (Hon), after a back row start, came in third.

Thank-you's go to Cowtown Yamaha, O'Brien Racing for "trick numbers," and to Champion Sales for Portco sprockets as contingency prizes. Thanks also to Gary and Anita Mounts of Camera Arts in Arlington for donating the pictures.

Results

AUTOMATIC: 1. Tim Kay (Suz); 2. Kim Gully (Yam); 3. Clayton Hull (Suz).

0-65cc: 1. Phillip Dyson (Suz); 2. Willie McCoy (Yam); 3. Mark Rainwater (Yam).

85cc SR: 1. Joe Hodges (Hon); 2. Andy Klick (Hon); 3. Lane Gully (Yam).

85cc EXPERT: 1. Rusty Patillo (Hon); 2. Kenney Tolbert (Yam); 3. Steve Gulledge.

POWDER PUFF: 1. Brenda Pratt (Yam); 2. Roxanne Cox (Yam); 3. Chrissa Douglass (Yam).

OVER 30: 1. Jerry Hawkins (Hon); 2. Phillip Dyson (Hon); 3. Kirk Tyor (Hon).

125cc TROPHY: 1. Bill Herndon (C-A); 2. Gregg Harrison (Hon); 3. Keith McCullough (Hon).

OPEN TROPHY: 1. Gregg Harrison (Hon); 2. Pat Kennedy (Bul); 3. Lonny McCroskey (Bul).

OPEN EX: 1. Steve Gulledge; 2. Bill Herndon (Bul); 3. Gregg Harrison (Hon).

SERA riders win enduro challenge

By Denman Shaffer

SHREVEPORT, LA, DEC. 19

Riders from the Southern Enduro Riders Association (SERA) claimed their second win and the overall victory in a two run challenge against top riders from the Texas State Championship Enduro Circuit (TSCEC). The first leg of the challenge was the Redneck National Enduro hosted last March by Shreveport, LA's Dusty Wheels M.C. SERA riders Bill Price, Manny Garza, Calvin Taylor and Alan McDuff led the way for the SERA circuit's 123 to 87 victory over a strong Texas team headed by Perry Davis, Andrew Cooksey, Guy Burkhart and Roy Pool.

The second half of the challenge was the recently held Caney Creek Enduro hosted by the Trail Riders of Houston near Huntsville, TX. With only 11 A riders in attendance, SERA Chairman Chris Rodemann III of New Orleans was forced to fill his 15 man team with four B riders, headed by Husky-mounted Larry Woods and Chris Rodemann IV. The Texas team was again headed by Davis, Cooksey and Pool, with Steve Whitworth, Joe Dixon, and Greg Odom also ranking as threats for top honors.

SERA hopes were severely jeopardized at the start of the run when 175cc A star Kevin Taylor of Wiggins, MS hit a hidden stump and endoed about 30 yards from the starting line, breaking his glasses and clutch lever. His SERA teammates duct taped his glasses together while he cleared his head, and after some 10 minutes he was off and running. At the first check, which was a zero check for most A riders, Taylor dropped eight points, then managed to get back on time, fix his clutch lever, and dropped only two points over the remainder of the 92-mile course. His ride was good enough to win the 200cc A class, and — barring the accident — would have been in contention for the overall win in the run.

Texans Perry Davis and Greg Odom claimed top honors in the run, and 1-2 in the challenge scoring, but the SERA team's overall strength was the Texans' downfall. SERA superstar Bill Price claimed first in Open A, with teammate Bobby Rigby third. Larry Woods rode his Husky to the overall B win, and Chris Rodemann IV, normally a Junior class rider, won the 125cc B class. When the scores were totaled, the SERA had claimed a 107 to 103 victory and swept the challenge series. Other top rides for the SERA were turned in by Doug McKee, Derek Parker, Ronald Walters, Clark Gristina and Senior rider Terry Webb. Other top Texas riders were Eddie Brashear, Steve Whitworth and Andrew Cooksey.

Results

1. Perry Davis (20); 2. Greg Odom (19); 3. Bill Price (18); 4. Bob Rigby (17); 5. Larry Woods (16); 6. Eddie Brasher (15); 7. Steve Whitworth (14); 8. Andrew Cooksey (13); 9. Kevin Taylor (12); 10. Derek Parker (11); 11. Ronald Walters (10); 12. Steve West (9); 12. Clark Gristina (8); 14. Doug McKee (7); 15. Jim Edwards (6); 16. Christian Rodeman IV (5); 17. Kinki Koi (4); 19. Craig Crlisle (2); 20. Will Hendrix (1).

It's your 4th annual Last Chance Turkey

By Roger Dowden

LARAMIE, WY, NOV. 18

The Turkey Race is one of those that makes you ask yourself half-way through the first lap, "Why do I do this to myself?" But the next year on Turkey Race eve you find yourself gathering up your snow-riding gear in anticipation of another day of good ol' basic masochism.

This year the starting line greeted the riders with eight inches of fluffy stuff. Local rider Brian McKenna outslogged 72 other riders at the LeMans style start to pull the holeshot. He was pursued closely by "born again" rider Mark Hynes (Mark found the true religion this year when he switched from yellow plastic to Swedish steel). Those that were into sage and gullies masked by eight inches of powder enjoyed those first miles of the course. Those with any semblance of sanity found it a bit tedious. A few miles out, McKenna and Hynes were joined by Frosty Selmer who proceeded to the head of the line and attempted to set a bit more rapid pace. Mr. Selmer and his increased pace made an unscheduled layover a few miles later in a three foot deep gully brim-full of the white stuff. Hynes and McKenna bid their companion a fond adieu and beserked it on into the mountains.

At a point about half-way through the first lap, the riders entered an area that they all considered particularly scenic. The trail took them through a canyon, along side a series of picturesque beaver ponds. These ponds were so picturesque that most of the riders slowed to a walk to better enjoy the view. In fact, a great number actually left that delightfully glazed off-camber trail for a very close look at the iced over ponds. There may have even been some ice fishermen among the racers for the clean-up crew found several holes chopped in the ice.

chewed through the ice with their knobbys, clever fellows.

At the end of the first lap, Hynes held a seven minute lead over second place McKenna. Their 45 minute lap put them far ahead of the main mass of riders who would be averaging 90 minutes for the first lap.

The pair maintained their sizeable lead until they reached those beloved beaver ponds again. Alas and alak, t'was there that tragedy befell our leaders. Hyne's bike chose this spot to stick it's throttle. He felt discretion to be the better part of valor and sent his faithful steed on alone. After it spent a few minutes covorting about on the beaver pond at full tilt, he remounted and began the task of trying to regain the trail. In the meantime, McKenna lost a good deal of time while he succumbed to a fit of laughter.

During this lapse, Freddy Donoho had moved into the lead. Not that Fred was having an easy time of it. At a previous check-point he had noted that a quarter-sized hole in his Husky's gearbox had allowed its vital fluids to drain onto the ground. But, not being one to become unduly alarmed, he had proceeded on.

McKenna and Donoho battled to the finish with Donoho taking the victory by a bike length. Mark Hynes was a distant third and Wayne Sturm first 250cc and fourth overall.

As the crew swept the course, riders filtered on over to the nearby cabin where the ladies had chili and beer waiting. Twenty-one riders of the 72 starters finished the two lap race but all were able to make it to the beans and booze. One rider announced that he felt the course was too easy, but it was soon extracted that he failed to stop by any of the check points on his way to the chili and beer. (There are certain priorities!)

Results

FIRST OVERALL: Fred Donoho (Hus).

OPEN CLASS: 1. Brian McKenna (Hon); 2. Mark Hynes (Hus); 3. Frosty Selmer (Hus); 4. Dave Garver (Hon); 5. Jim McQuatters (Yam); 6. Jim Thompson (Hus).

250cc CLASS: 1. Wayne Sturm (Hus); 2. Reggie Blunsom (Hon); 3. Kelly Costin (Hus); 4. Jamie Burgess (Hus); 5. Randy Mayer (Bul); 6. Kevin Nelson (Hus).

200 CLASS: 1. Kurt Sauer (Suz); 2. Bob Gilmore (Hon); 3. Terry Wickstrom (Suz).

125 CLASS: 1. Dan Turner (Suz).

Sullivan and Hawthorne tops at Mosier Valley

By Charlie Wiese

ARLINGTON, TX, DEC. 16

North Texas MXers were greeted by one of those famous "blue northers." However, the weather had little effect on the action-packed racing because it was intense all day long. The weather was no laughing matter; however, when the fog cleared from the goggles, glasses and windshields, Randy Sullivan (Suz) and Dennis Hawthorne (C-A) had the best reason to smile — a thicker wallet.

Action began on the cold Texas morning with Rick Kirk (Yam) blasting the 100cc Novices. Kirk led Dean Miller (Yam) in what proved to be a close race in both motos. Kirk was quickest with two stylish rides from starting gate to the checkered flag. Miller was second after the race-long battle with Kirk. David Douglas (Yam), who is a newcomer to 100cc action, was third with an impressive come-from-behind ride in round two.

David Barnhill (Yam) led the charge in the Mini Junior action. Barnhill was challenged in round one by Shannon Burns who was aboard one of the new Hondas. In round two, Barnhill was once again on top; however, Jason Upshaw (Yam) flew his "yellow bird" past the "red rocket" of Burns. Upshaw and Barnhill diced while pulling away from Burns. At the flag it was Barnhill, Upshaw and Burns.

Bryan "Boom Boom" Abernathy (Yam) was once again the dominant force in Senior Mini action. Abernathy was dialed in perfectly as "Killer" Carroll Richardson was plagued with a poor start in round one. In round two, Abernathy began early with a holeshot that enabled the talented youngster to continue his winning ways as Richardson followed in second, ahead of Tim Long (Yam), who is improving with every race.

Jerry Boren (Yam) brought back some fond memories of yesteryear as he put his TT500 in front of the Over 30 Intermediate class. In winning, Boren put an end to T.C. "Top Cat" Carter's win streak. Carter (Yam) won round one. However, in round two with one lap remaining, Boren slipped by for the moto victory as well as the overall win.

Dwight Leatherwood (Mai) made winning look easy as he guided his Maico Magnum to victory in the Over 30 Experts. L.D. Riddle (Kaw) managed a second after a first moto battle with Elmer Morgan (Yam). Morgan ended up third overall after a fifth in round two.

Robby Wilson (Suz) devastated the 125cc Novices with a pair of brilliant rides. Craig Gullaksen (Hon) was second after two motos, with come-from-behind rides in both of the five lap contests. Danny Burnap (Yam) was third after dumping it in round one and a consistent ride in round two.

J.T. Crawford put his "trick lookin' " TT500 in front of the Open Novices after two race-long battles with Greg Butler (Bul). Butler managed good starts with Crawford coming from behind to win both motos on the powerful thumper.

Jacyce McMahon (KTM) smoked the 250cc Novices with a pair of victories. McMahon put his European bike in front of the class with David Jones (C-A) following closely on his Canadian mount. The results show how competitive this class is becoming with five different brands of bikes in the top six places.

The afternoon practice followed with most of the riders coming prepared for the freezing temperatures that were accompanied by a 20 mile-an-hour north wind.

The 125cc Intermediate riders, led by Terry Tinney (Hon), were first to pound the Texas turf in the afternoon program. Tinney, aboard a new "red rocket," left the competition in his roost. "Radical" Rodney Walker (Hon) finished second with a come-from-behind ride that left Delbert McDonald (Suz) in third and Kevin Dozier (Suz) fourth after two rounds of tight racing.

Randy Sullivan (Suz) was in his usual "fluid form" as he once again aced the competition in consecutive motos. In round one, David Walker (Hon) applied pressure before getting off at speed on the fourth lap. From that point on Sullivan began stretching his lead as Kirk Dillon (Yam) moved to second with Steve Pate (Hon) seizing while putting the pressure on Dillon. Gavin Punch (Suz) and Paul Knox (Suz), third and fourth, had a race of their own, as Sullivan and Dillon raced ahead. By

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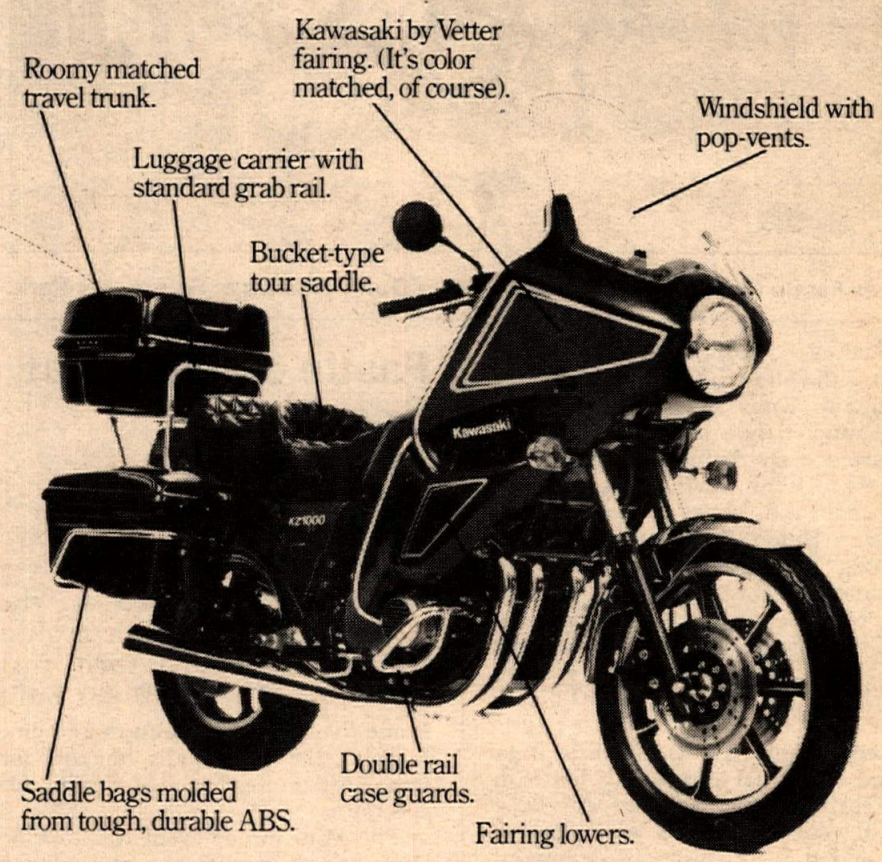

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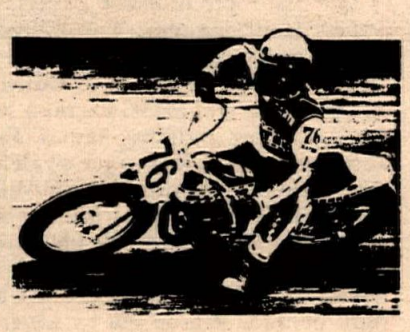

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February 6th

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Wed. Night Feb. 6th just before & right on the way to the

Houston Astrodome Nationals

Location: Cowtown Coliseum 123 E. Exchange Ave., Ft. Worth, TX

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Practice 9-12 noon/Time Trials & Scratch Heats 2 pm/Races 8 pm
* Riders - To be eligible for Pre-Entry Bonus Money mail usual Pre-Entry information & $9.00 check or money order immediately to "Royal Enterprises" 209 Town Creek Dr., Euless, TX 76039

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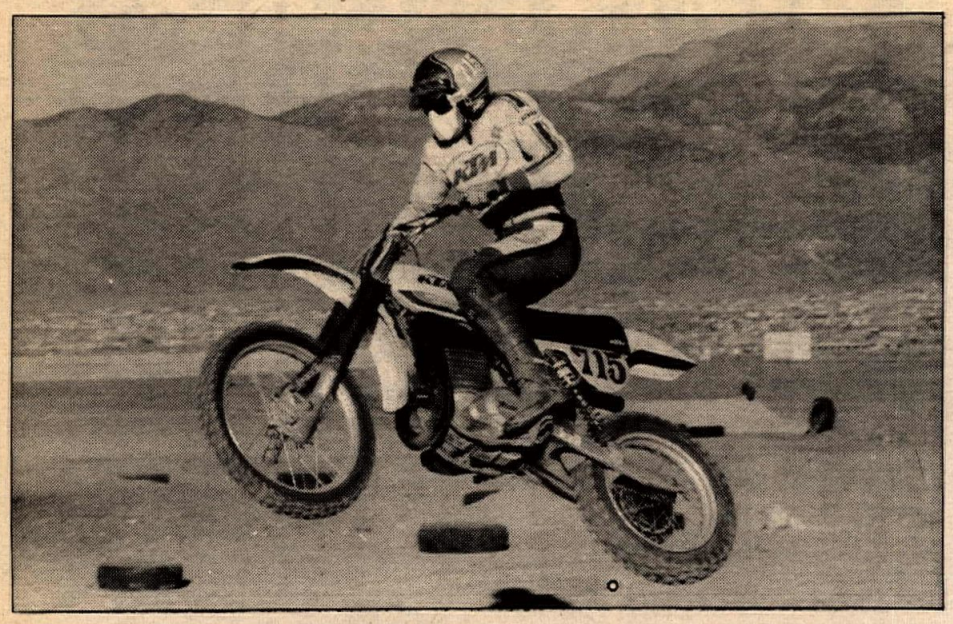


James Fastle walked away from the other Open Experts at Speedway Park.

the end of the moto, it was Sullivan in front with Dillon in second. Punch was third and Knox fourth. Round two was much the same as Sullivan departed early to have a race of his own with Dillon a safe distance ahead of Punch and Knox. Overall, it was Sullivan, Dillon, Punch and Knox.

Craig Riddle (Hus) won the 250 Intermediate class with pefect rides in both of the seven-lap motos, shadowed by Glen Goodier (Hon). Goodier was consistent and fast, but he was no match for Riddle's "quick-as-a-cat" pace.

Gary Mason (KTM) and Eric Berg (Yam) continued their weekly battle in the Open Intermediate class with Berg coming out on top this week. Round one ended with Mason in command and Berg in close company. However, in round two, Mason couldn't put it all together as his day ended in a DNF with ignition problems. Berg went on to win with Jeff Butler (Bul) taking over second and Skipper Roberts (Mai) finishing third.

250/Open Expert action capped off the cold day of racing with Mike "Orange Crush" Hawthorne (C-A) taking top honors. Robbie Pannell (Bul) assumed the lead after Kirk Spencer (Yam) DNF about halfway through round one. Pannell led up to the final lap when Hawthorne moved by for the win. Pannell held on for second with Nick Cordova (Hon) third. Round two began with Joe Smith (Yam) pulling the holeshot. Nick "The Stick" Cordova pursued and passed Smith for first with Hawthorne moving through the pack for second after a poor start. Smith faded to fifth with Greg Brown (Mai) and Steve Pate (Hon) finishing third and fourth. Overall it was Hawthorne, Cordova, Pate Smith, Thomas and Brown.

Results

MINI JR: 1. David Barnhill (Yam); 2. Shannon Burns (Hon); 3. Jeff Wikerson (Yam).
100 NOVICE: 1. Rick Kirk (Yam); 2. Dean Miller (Yam); 3. Greg Baker (Suz).
OVER 30 EX: 1. Dwight Leatherwood (Mai); 2. L.D. Riddle (Kaw); 3. Elmer Morgan (Yam).
125 NOVICE: 1. Robby Wilson (Suz); 2. Craig Gullaksen (Hon); 3. Danny Burnap (Yam).
OPEN NOV: 1. J.T. Crawford (Yam); 2. Greg Butler (Bul); 3. James Gibbs (Hus).
125 EX: 1. Randy Sullivan (Suz); 2. Kirk Dillon (Yam); 3. Gavin Punch (Suz).
250 EXPERT: 1. Mike Hawthorne (C-A); 2. Nick Cordova (Hon); 3. Steve Pate (Hon).
MINI SR: 1. Bryan Abernathy (Yam); 2. Carroll Richardson (Yam); 3. Tim Long (Yam).
OVER 30 INT: 1. Jerry Boren (Yam); 2. T.C. Carter (Yam); 3. Emmett Gibbs (Hus).
BEGINNER: 1. Steve Garrett (Yam); 2. Heath Taylor (Suz); 3. Robert Crawford (Yam).
250 NOV: 1. Jacyce McMahon (KTM); 2. David Jones (C-A); 3. Vern Jablonsky (Hon).
125 INT: 1. Terry Tinney (Hon); 2. Rodney Walker (Hon); 3. Delbert McDonald (Suz).
250 INT: 1. Craig Riddle (Hus); 2. Glen Goodier (Hon); 3. Jeff Kring (C-A).
OPEN INT: 1. Eric Berg (Yam); 2. Jeff Butler (Bul); 3. Skipper Roberts (Mai).

Fastle cleans up at Speedway motocross

By W. Pravda

ALBUQUERQUE, NM, DEC. 9

Speedway Park, billed as "the fastest three-eighth mile oval in the world," hosted their first motocross. The track was built inside the oval and wound in and out, jumping the stone walls, making for some very interesting race viewing for spectators.

The Mini Junior event was won by Danny Scott in spite of many falls on the slick track. Brad Kelly (Yam) and Zip Macrae had some good dicing going on in the Mini Seniors with Kelly coming out the victor.

In the first moto of the Open Amateur Bruce Gronseth, on an enduro 370 Can-Am complete with lights, made a great drive from the back of the pack for a win. In the second moto John Cunningham took the holeshot and Gronseth could not repeat his drive, allowing Cunningham to take the win.

The first 125cc Expert moto found Mike Haynes (Suz) in the lead for a comfortable win. Pat Lingruen (Hon) got the holeshot in the second moto and held it to the finish under real pressure from Haynes. Lingruen's second in the first moto got him the overall win.

The first moto of 250cc Experts saw a few lead changes. Pat Lingruen (Hon) again grabbed the holeshot followed by Paul Wilson (Yam), then James Fastle (KTM). Lingruen went down, letting Wilson, James Fastle and Scott Edeal (Mai) get by. Fastle continued to put pressure on Wilson who slid out, giving James the lead which he held to the finish. In the second moto Lingruen pulled the holeshot again with Wilson and Fastle right behind. Wilson got by Lingruen while James Fastle went down allowing Tim Fastle (KTM) to continue a great drive which didn't stop until he had the lead. Tim held a comfortable lead to the finish followed by Paul Wilson, Pat Lingruen and Scott Edeal. Paul Wilson took the overall with the two consistent second place finishes.

James Fastle (KTM) got the holeshot in both Open Expert motos and pulled away winning comfortably. Scott Edeal (Mai) and Jim Hill (KTM) swapped second and thirds with Edeal coming out on top for second place and Hill third.

Results

MINI JR: 1. Danny Scott; 2. Wim Doms; 3. Loui Equintana.
MINI SR: 1. Brad Kelly; 2. Zip Macrae; 3. David Sturdevant.
0-200 NOV: 1. Darren Hadley; 2. Brian Decker; 3. Andy Romero; 4. Mike Whaley; 5. Doug Baehr.
125 AM: 1. Lee Perea; 2. Vince Hanwright; 3. Gary Griswald.
201-OPEN NOV: 1. Rocky Pack; 2. Anthony Bennett; 3. Steve Brockett.
250 AM: 1. John Lumsden; 2. Dale Hutchison; 3. Richard Cothran.
OPEN AM: 1. John Cunningham; 2. Bruce Gronseth; 3. Bill Honthorn.
125cc EX: 1. Pat Lingruen; 2. Mike Haynes; 3. Lloyd Rantenew; 4. Bugs Berry.
250cc EX: 1. Paul Wilson (Yam); 2. Tim Fastle (KTM); 3. Pat Lingruen (Hon); 4. Scott Edeal (Mai); 5. James Fastle (KTM); 6. Gene Gunther.
OPEN EX: 1. James Fastle (KTM); 2. Scott Edeal (Mai); 3. Jim Hill (KTM); 4. Kirby Houston (Yam).

Brand Takes Home The Bucks

By Charlie Wiese

WOLF CREEK PARK, TX, DEC. 9

On an action filled, partly cloudy and cool day, Texas MXers and race fans alike watched as Dennis "Max" Brand exploded for overall wins in both Pro classes. Racing was exciting all day long, with the morning classes having quite a turnout.

In his "farewell" ride as a Micro Mini competitor, Peter Thornfield (Suz), now 11 yrs. old, proved fast and consistent for a pair of wins. Thornfield celebrated his birthday by offering cake, on a first come, first served basis. The celebration topped off his fine effort as a Micro competitor. Soon to be "King of the Hill," Chris Anderson (Yam, 2-2), kept Thornfield in sight all day as the pair of speedsters left the competition.

Thornfield (Suz) continued his winning ways in the Junior Mini class, with Lady Luck on his side. Keith "Tiger" Foytik (Suz, 1-2) fell early in the second moto, enabling Thornfield to put the icing on the cake, by taking the win with a 2-1 tally for the day.

In Senior Mini action, Bryan "Boom Boom" Abernathy (Yam, 1-1) continued his winning ways as he and Carroll "Killer" Richardson (Yam, 2-2) had their own race. Abernathy's smoothness was awesome, as he burned the competition with consecutive moto victories on the Yamaha. Coming from behind to win round one, and leading wire to wire in round two, Abernathy was untouchable all morning long.

Mike Foytik (Suz, 1-1) left little doubt that he came to race with impressive rides in both 100cc Novice motos. The young rider, tried to make it two by winning division II in the 125cc Novice. However, his efforts weren't successful as Donnie McMillon (Suz, 1-1) was able to sneak by in both motos to capture the overall victory. A disgusted Foytik (Suz) finished a close second, with Chris "Rocket" Retra (Hon, 3-4) third, after a race long battle with the Burnap brothers, Jerry (Yam) fourth, and Danny (Yam) fifth.

Division I, 125cc, Novice saw Ron Kunz (Suz) win, without winning. Kunz proved more consistent than the rest of the "nervous novices", finishing second in both motos. Guy Larsen (Suz) crashed early in round two after winning round one, leaving him with a 1-10 score for fourth. McCandless (Yam) won round two after a first moto crash that resulted in a DNF. The score keepers really had their work cut out for them with this group of crash and burn artists.

The new Hondas made an impression on the 125 Intermediate class with Scott Davis pulling off the holeshot both motos. In the first moto, however, his lead was short and sweet as Rodney Wigginton sailed by. Wigginton, on a another new Honda, went on to win both motos in similar style. Davis was able to hold Wigginton off longer in moto two. However, when Wigginton did get by, Davis glued himself to the little speedster for the duration, with Rodney Wallace finishing third overall on another new "red rocket".

The 125cc Pros hit the starting gate next with Dennis "Max" Brand (Hon), making the long 30 minute plus moto seem even longer for the competition. By the halfway mark, Brand had recovered from a fair start to lead the field. From that point on, Brand began stretching his throttle cable in fine form. By the end of the moto, Brand led by 15 seconds with the "fluid form," Randy Sullivan (Suz), in second.

Round two was a ditto of round one after Brand disposed of early leader Jimmy Martin (Hon). Sullivan recovered from a poor start to end up second after Martin crashed with two laps remaining. Martin recovered quickly for third. Overall it was Brand, (1-1), Sullivan (2-2), Terry Maddalazo (Suz, 3-4), and Martin (5-3).

The combined 250/Open Pro class was next with Brand (Hon) leading the way. With four laps gone, Brand dumped it letting Nick Cordova (Hon) by. "The Stick" began pulling away. Suddenly, though, Cordova's concentration broke and he found himself taking soil samples. Cordova remounted, still in command, but began to slow due to dirt lodged in his folding shift lever. After dropping three places, the problem was remedied. With little time left, Brand won easily with Tom Holtan (Hon) second, Mike "Dr. J" Jones (C-A) third and Cordova fourth. In round two, Cordova was not to be denied as he sped to victory with Jones following in second. Brand was third with Holtan fourth on his new "red rocket".

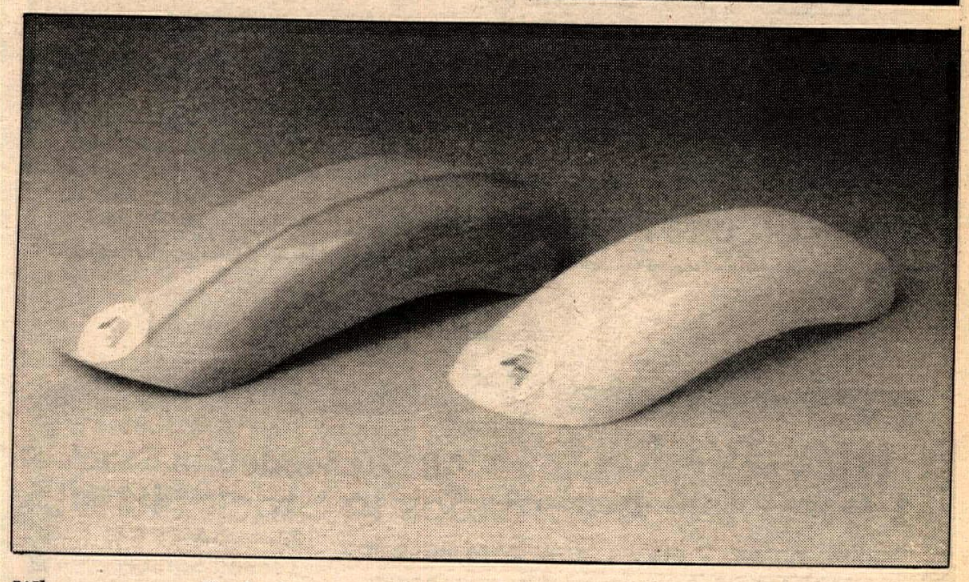
Open Intermediate ended an exciting day of racing with some "close encounters" of a different kind. In round one, Skipper Roberts (Mai) grabbed the holeshot with Berg, Terry Tinney (Yam) and Banton (Yam) in pursuit. Roberts faded to fourth by lap four with Berg and Tinney dicing and Banton still in pursuit. The moto ended with Berg holding a safe lead, Tinney second, Banton third and Roberts fourth. In round two, Banton bounced back with an easy win after an early moto "close encounter" with Berg who ended up second. Roberts was third after a tangle with Tinney who managed fifth behind John Holquin (Mai). Overall it was Berg, Banton, Roberts,Tinney and Holquin. ●

Results

MICRO MINI: 1. Peter Thornfield (Suz); 2. Chris Anderson (Yam); 3. Sugar Bear Reynolds (Suz).
MINI SR: 1. Bryan Abernathy (Yam); 2. Carroll Richardson (Yam); 3. Tim Long (Yam).
OVER 30 JR: 1. Allan Davis (Suz); 2. Bill Alstrin (Hon); 3. Whitney Fanning (KTM).
125cc NOV I: 1. Ron Kunz (Suz); 2. Mickey White (Yam); 3. Chris Moore (Yam).
250cc NOV: 1. Wayne Carnes (Suz); 2. Jack Thompson (Yam); 3. Dan Brasfield (Hon).
125cc PRO: 1. Dennis Brand (Hon); 2. Randy Sullivan (Suz); 3. Terry Maddalazo (Suz).
MINI JR: 1. Peter Thornfield (Suz); 2. Keith "Tiger" Foytik (Suz); 3. Craig Johnson (Suz).
100cc NOV: 1. Mike Foytik (Suz); 2. John Middleton (Yam); 3. Paul York Jr. (Yam).
OVER 30 INT: 1. L.D. Riddle (Kaw); 2. Tom Hollister (Kaw); 3. Go Home Morgan (KTM).
125cc NOV II: 1. Donnie McMillon (Suz); 2. Mike Foytik (Suz); 3. Chris "Rocket" Retra (Hon).
125cc INT: 1. Rodney Wigginton (Hon); 2. Scott Davis (Hon); 3. Rodney Wallace (Hon).
250cc INT: 1. Craig Riddle (Hus); 2. Randall Willingham (Yam); 3. Randy Mansell (Hon).
250cc PRO: 1. Dennis Brand (Hon); 2. Nick Cordova (Hon); 3. Mike Jones (C-A).
OPEN INT: 1. Eric Berg (Yam); 2. David Banton (Yam); 3. Skipper Roberts (Mai).

NEW PRODUCTS

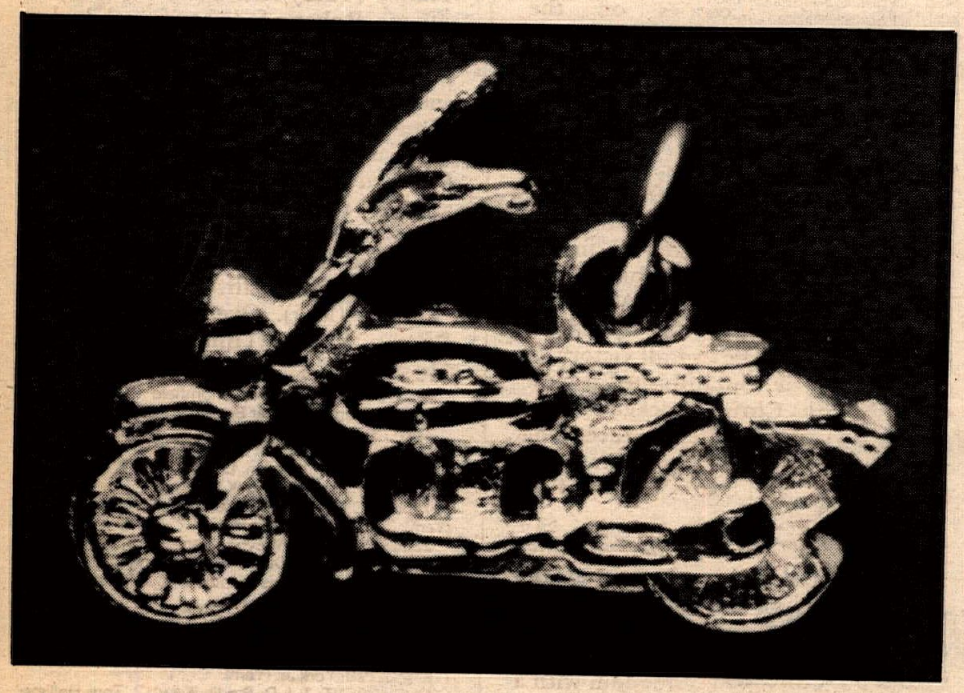
Charm the world with Camber's Cobra. New for '80, Camber's sleek new frame mount fairing is constructed of lightweight, hand-laminated fiberglass and is available in white or black gel coat finish. The fairing has lockable, hinged storage compartment covers, its own headlight and revolutionary new turn signals. Leg shields are standard. Color matching and pin stripes are available as an option. For additional information, contact Camber Fairing Company, Dept. CN, 1640 Pomona Ave., Costa Mesa, CA 92627, 714/646-4852.



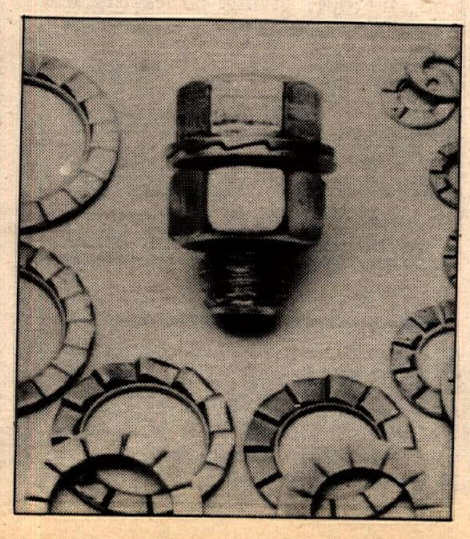
When you get off, don't worry about your Hoss. Fenders, that is. Hoss Industries says that they have new fenders available for Suzuki, KTM and Kawasaki. They come in a multitude of colors, and like all Hoss plastic products, come with a lifetime guarantee against breakage. They may be ordered directly from Hoss Industries, Dept. CN, 11695 Guardian Blvd., Linndale, OH 44135, 216/941-3265.

Why it's none other than ol' Captain Cobalt hisself, Jimmy Ellis, modeling Jofa's Grand Prix model 318 shoulder pad. It's made of close cellular material with double thickness over the chest area for protection from flying stones. Fully adjustable, with molded plastic cups protecting shoulder and upper arm areas, the Grand Prix is one of four models offered by Jofa. Jofa protective equipment for dirt bike riders is marketed in the United States by Volvo of America Corporation and in Canada by Volvo Canada Ltd. through their 30 North American distributors.

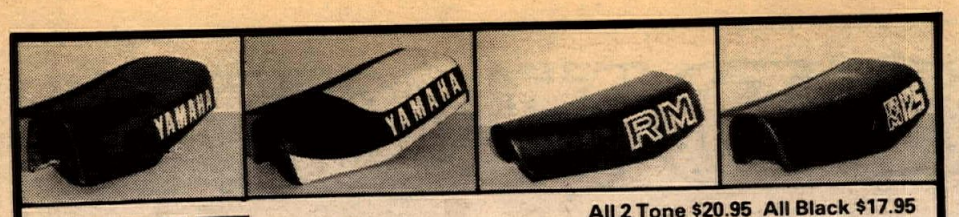
Gold Wing owners can tell the world about their choice of motorcycle and do it in comfort with DG's new long-sleeve T-shirt. It's made from a high-quality blend of 50% cotton and 50% polyester for comfort and long wear. The shirt displays Honda's GL1000 logo in a three color transfer. The shirt, which is available in men's sizes small through extra large, is available in either white or red and retails for $11.50. Available in finer motorcycle or accessory stores, or contact DG Performance Specialties, Inc., Dept. CN, 1170 Van Horne Rd., Anaheim, CA 92806, 714/630-5471.



What with the price of gold these days, jewelry is a hot ticket. For those who are motorcyclistically inclined (and if you weren't, you wouldn't be reading this, right?) Our Family Jewels offers their Moto-Charm, a half-inch charm that makes a fine gift. The Moto-Charm is available in both 22k gold for $45 and sterling silver for $15. Delicate serpentine chains in 15, 16, 18 and 20" lengths also compliment the charms in fine elegance. Our Family Jewels is a division of Jardine Header Company. Contact Our Family Jewels, Dept. CN, 1787 Panay Way, Costa Mesa, CA 92626.



Redi-Loks, a new self-tightening lock washer, have been added to Big Red Oil's line of racing products. The self-tightening washers increase their clamping load as the result of vibration, yet can be installed or removed using regular tools. Redi-Loks are available in sizes from 3/16 to 1½ inches and 5mm to 38mm. They are packaged in common sizes of 6, 8, 10, and 12mm. A ten pair sample pack is available for $3 from Big Red Oils/USA, Dept. CN, 885 Niagara Street, Buffalo, NY 14213, or by calling 716/884-2111.



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CALENDAR

CHAMPIONSHIP EVENTS

Tentative 1980 AMA/Winston Pro Series Schedule

2/8	Houston, TX/TT
2/9	Houston, TX/ST
3/9	Daytona Beach, FL/RR
5/4	San Jose, CA/M
5/10	Gardena, CA/H-M
5/17	Topeka, KX/H-M
5/31	Louisville, KY/H-M
6/1	Elkhart Lake, WI/R
6/7	Laurel, MD/H-M
6/15	Loudon, N/RR
6/20	Hinsdale, IL/TT
6/22	Columbus, OH/H-M
6/29	Braselton, GA/RR
7/4	Sacramento, CA/M
*7/6	Brooklyn, MI/RR
7/12	Castle Rock, WA/TT
7/13	Sears Point, CA/RR
7/19	Gardena, CA/TT
7/27	DuQuoin, IL/M
8/1	Hinsdale, IL/ST
8/3	Peoria, IL/TT
**8/3	Laguna Seca, CA/RR
*8/10	East Rutherford, NJ/M
8/17	Pocono, PA/RR
8/17	Cedar Rapids, IA/H-M
8/23-24	Indianapolis, IN/M
8/31	Pittsburgh, PA/H-M
9/7	Syracuse, NY/M
*9/14	Watkins-Glen, NY/RR
9/21	San Jose, CA/M
9/28	Riverside, CA/RR
10/5	Gardena, CA/H-M

* Pending
**Non-National
All dates & locations subject to change

Tentative 1980 AMA National Motocross Schedule

2/9	Seattle, WA/Stadium MX
2/10	Seattle, WA/Stadium MX
2/17	Oakland, CA/Stadium MX
3/1	Atlanta, GA/Stadium MX
3/8	Daytona Beach, FL/Stad. MX
3/14	Houston, TX/Stadium MX
3/15	Houston, TX/Stadium MX
3/23	Sacramento, CA/125—250 National
3/30	Orange, CA /125-250 Nat'l
4/13	Houston, TX/125/250 Natl
4/26	Pontiac, MI/Stadium MX
4/27	Pontiac, MI/Stadium MX
5/3	New Orleans, LA/Stad. MX
5/4	New Orleans, LA/Stad. MX
5/10	Kansas City, KS/Stad. MX
5/18	Southwick, MA/125-250 National
5/25	Mt. Morris, PA/250-500 Nat'l
6/1	Buchanan, MI/250-500 Nat'l
6/8	Atlanta, GA/250-500 Nat'l
6/15	Lakewood, CO/250-500 Nat'l
6/22	Carlsbad, CA/500cc GP
6/29	Sears Pt., CA/500-125 Nat'l
7/6	Washougal, WA/500-125 National
7/12	Los Angeles, CA/Stad. MX
7/13	Los Angeles, CA/Stad. MX
7/20	New Berlin, NY/250cc GP
7/27	Lexington, OH/125cc GP
8/9-10	Philadelphia, PA/Stad. MX
8/24	Binghamton, NY 500-125 National
8/31	St. Petersburg, FL/500-125 National
9/21	Lexington, OH/Trans-USA
9/28	Buchanan, MI/Trans-USA
10/5	New Berlin, NY/Trans-USA
10/12	Atlanta, GA/Trans-USA
10/19	Sears Pt., CA/Trans-USA

All dates & locations subject to change

Tentative 1980 AMA National Enduro Schedule

Western Region

2/24	150 mi. Nat'l Chaparrrals MC Placentia, CA 714/528-3007
5/18	100 mi. Nat'l Lobos, Inc. Oregon City, OR 503/656-5801

Central Region

6/15	100 mi. Nat'l Range Riders MC Grand Rapids, MN 218/326-6772
8/17	200 mi. Nat'l Lansing, MI 517/374-8193
10/5	100 mi. Nat'l IN/IL/KY Enduro Riders Ass. Evansville, IN 812/867-2937
10/19	100 mi. Nat'l Forest City Riders Rockford, IL 815/399-9233
11/9	Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Eastern Region

3/2	100 mi. Nat'l Georgia Crackers MC Decatur, GA 404/961-0998
3/16	100 mi. Nat'l No. Virgina Trail Riders Centreville, VA 301/937-8186
6/22	150 mi. Nat'l Enduro Riders Assn. Columbus, OH 614/272-8146
8/24	100 mi. Nat'l Greylock Riders MC Pittsfield, MA 413/443-6369
8/31	Columbia End. Riders Asn. Columbia, SC 803/356-4556

Tentative 1980 ISDT Qualifier Schedule Two and three day Reliability Trials

3/22-23	Tellico, TN Volunteer Riders Knoxville, TN 615/588-0879
4/12-13	Maplesville, AL Perry Mtn. MC Maplesville, AL 205/366-2682
4/19-20	Tulsa, OK Tulsa Trail Riders Jenks, OK 918/583-5485
4/26-27	Glendale, CA Sunland Shamrocks MC Sunland, CA 213/243-1101
5/10-11	Rose City, MI Bentwheels Comp Club Utica, MI 313/247-1039
5/24-25-26	McMinnville. OR Trask Mtn. MC McMinnville, OR 503/472-3828
5/31-6/1	Bellingham, WA Mt. Baker MC Bellingham, WA 206/734-8631

NMRA 1980 Drag Race Schedule

*3/14-16	Gainesville Raceway NHRA Gatornationals Gainesville, FL
4/12-13	Gainesville Raceway Gainesville, FL
*4/25-27	State Capitol Dragway NHRA Cajun Nationals Baton Rouge, LA
5/24-25	New England Dragway Epping, NH
6/14-15	Edgewater Raceway Park Cincinnati, OH
7/4-5	Indianapolis Raceway Park Indianapolis, IN
8/9-10	Fremont Raceway Fremont, CA
**8/27-9/1	Indianapolis Raceway Park U.S. Nationals Indianapolis, IN
10/4-5	Atco Dragway Atco, NJ
**10/18-19	Ontario Motor Speedway NHRA World Finals Ontario, CA

*Pro Stock Bike event only
**Top Fuel Bike event only

1980 AMA Regional Motocross Series

Western Region

1/13	Marysville, CA Marysville MX Promos 916/695-2727
1/27	Sacramento, CA Dirt Diggers North 916/362-4124
7/20	Mulky Park, OR Northwest MX Ent. 503/644-5395; 472-2475
7/27	Washougal, WA Northwest MX Ent.
503 5/3	Sandy, OR Northwest MX Ent. 503/644-5395; 472-2475

Central Region

3/2	Rio Bravo, TX Rio Bravo MX 713/482-7593
5/4	Buchanan, MI Red Bud Rec., Inc. 616/695-6405
5/11	Buchanan, MI Red Bud Rec., Inc. 616/695-6405
6/8	Herman, NB Rio Bravo MX 713/482-7593
6/15	Ponca City, OK Rio Bravo MX 713/482-7593
6/22	Shreveport, LA Rio Bravo MX 713/482-7593
7/20	Tipton Hills, IA Tipton Hills Rec., Inc. 319/946-3131
10/5	Lake Whitney, TX Rio Bravo MX 713/482-7593
10/12	Rio Bravo TX Rio Bravo MX 713/482-7593
10/19	Austin, TX Rio Bravo MX 713/482-7593

Eastern Region

2/3	Road Atlanta St. Petersburg, FL 813/522-1513
2/10	Orlando, FL Road Atlanta 813/522-1513
2/17	Cocoa, FL Road Atlanta 813/522-1513
2/24	Gainesville, FL Road Atlanta 813/522-1513
3/30	Charlotte, NC Metrolina Speedway Pk. 704/596-4830
4/13	Anderson, SC Carolina Cycle Riders 803/226-2472
4/20	Atlanta, GA Road Atlanta 813/522-1513
7/6	M. Morris, PA Hi-Point Raceway 304/296-4157
7/13	Malvern, OH Moto Sports Trails, Inc. 216/823-3786
8/17	Brownsville, PA Hi-Point Raceway 304/296-4157

EVERY WEEK

Friday

CALIFORNIA

D-36 NIGHT ROUGH Scrambles

Sand Hill Ranch, corner Camino Diablo & Vasco Rd. Brentwood, CA. Gates open 5 p.m., prac. 7, race 8. Entry $15 Ex., 80% p.b., $11 Sptsmn $11 30% brass. Spect. $4. D-36 numbers and colors a must. Tom Anderson 415/798-5695; 634-3328.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 E Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, Excelsior Rd., S of Mather AFB, Sacto, CA. Gates open 5 p.m., prac. 6, race 7:30. Nov/Int/Pro : Ex 125, 250 & Open in each class. Separate races for Vets, OT & Minis. Pro-Ex cash. 30% brass awarded every race night. 150% Pro p.b. Entry $8. 916/363-2653.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore, OK. NW of Claremore All classes. For info: Leonard Smith, 700 SE 10th, Pryor, OK 74361. 918/825-3049.

TEXAS

NIGHT MOTOCROSS
Mosier Valley Night MX, Euless, TX. 8:00 p.m. 214/245-4693.

SHORT TRACK
Ross Downs Short Track, Colleyville, TX. 8:00 p.m. Pro-Am. Located on NE side of Ft. Worth. 214/241-1359.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddelback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $9, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

NITE DRAGS
Carlsbad Racewav, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

SHORT TRACK & TT SCRAMBLES
Perris Raceway, Perris, CA. Hwy. 74 to Ellis Ave., turn west ¼ mi., right on Burton Rd. Beginner thru Pro classes. Money race $8/p.b. Free camping. P.R.C., PO Box 1294, Perris, CA 92370. 714/657-4879.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

OREGON

PARA MOTOCROSS
Mtn. View Cycle Park, Sandy, OR. 5 mi. E of Sandy on Rude Rd. All classes. Gate open 8 a.m., prac. 9, race 10. Entry Pee Wees $5/Nov. $6/Int. $6.50/Pros $10. 100% Pro p.b. For info: PARA, PO Box 365, Sandy, OR 503/666-9438, 668-4851.

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next U.S. Customs Building. Gates open 8:00 a.m. to 6:00 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs. free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, INc. 213/672-1814.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

DeANZA MOTOCROSS
DeAnza cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

OREGON

OPEN SPORT RIDING/ FLAT TRACK/ MOTOCROSS
Sunny Valley Raceway, Sunny Valley, OR. 11 mi. N from Grants Pass on I-5, exit at Sunny Valley, W on Leland Rd. Track open 10 a.m. to dark for $5. 503/479-2405; 476-8829.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

January 11

INDOOR STADIUM MOTOCROSS/PIT BIKE NATIONALS
Will Rogers Memorial Center, Bldg. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. Prac. 7 pm, race 8:30 pm. 92 dba mufflers req. Classes 0-51cc thru 0-85cc micro mini thru Experts. Trophies, contingencies, cash prizes, awards to class champs at end of series. For more info: 817/267-5635.

January 12

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1st place. Entry $10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

LONE STAR INDOOR TRACK'N SERIES
Will Rogers Memorial Center, Bldg. 8, University Dr. & Crestline Rd., downtown Ft. Worth, TX. 0-51cc thru Open classes. Prac. 7 p.m., races 8:30 p.m. Trophies, contingencies, cash prizes, awards to class champs at end of series. 92 dba mufflers req. For more info: 817/267-5635.

January 12-13

CMC GOLDEN STATE SERIES MX
Lake Madera, CA. $3000 Pro purse. Pros ride Sun. $25,000 total series purse to Pros plus $50,000 in contingency awards. Sptsmn. ride Sat. '80 125cc Can-Am plus $10,000 in contingency awards for series. Sptsmn. entry $10/$13; Pros $25/$35. 1980 CMC lic. req. Info: CMC, 500 South D. St. Madera, CA 93637. 209/673-3146.

AMA NOR CAL WINTER SERIES MOTOCROSS
Riverfront Park, Marysville, CA, 40 miles north of Sacto on Hwy. 70, park entrance at 1st & F St. south end of Ma[illegible]ille. Sat. is AMA Pro[illegible] Pro event & Sptsm[illegible] is Pros, Vets [illegible] $3000 Pro purse [illegible] Fri. night, $3/[illegible] Sat. Entry $13 Spts. [illegible] $5 + $15 to purse Semi-pro, $25 Pro. Gates open 6 a.m., sign up 6:30, prac. 7:30 both days. Info 916/695-2727, 695-2088.

OAKLAND SUPERCROSS QUALIFIER

RUSS DARNELL MX SCHOOL
Barona Oaks, near Escondido, CA. Limited entry. $50 per student. Gift certificates available. Call for reservations. 213/767-1854; 848-2995.

January 13

D-36 QUICKSILVER ENDURO
Clear Creek, CA (New Idria), 38 mi. E of King City off Hwy. 25. Entry $13 per rider, $3 extra per 3-man team. Entry fee inc. camping, land use fee. Drawing for start time held Dec. 20 at S.R.M.C. meeting hall, 76 W. Alisal St., Salinas, CA 9:00 p.m. Snow date Jan. 27. AMA & D-36 cd. req. Send 3 legal size SASE to Salinas Ramblers MC, c/0 Russ Dubree, 17820 Berta Cy. Rd., Salinas, CA 93907. All classes. Start finish near Picacho Store on Old Coalinga Rd. 8:01 am 408/422-3232; 408/663-4426 after 6 pm; 408/443-3576 after 6 pm.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theordore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7:00 a.m., prac. 8, race 9. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-37 MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of Adelanto on Hwy. 395. All classes + Seniors & Semi-pro. AMA Progressive Pro points for Experts. Open 7 a.m., prac. 8, race 9. Info 714/235-7339, 496-8779.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes. 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac., 8, race 9:30 a.m. CRC memb. req. 213/830-7519.

D-36 ROUGH SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Between 8 Mile & Armstrong Rd., east frontage off 9. Minis to Open 750 plus OT & Vets. Entry $6. Lodi MC, 5801 E. Morse Rd., Lodi, CA 95240 209/368-7182, 931-3722.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA,. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

MOTOCROSS
Sayers MX Park, San Antonio, TX. From SA, TX take US 87 S to Sayers, take Stuart Rd. S 1½ mi. Follow signs. All classes. 100% p.b. to Ex. Entry $10/$7, gate $3. Split program: Mini/Nov 8:30 a.m. sign up. Int/Ex 12:30 p.m. sign up. DBCSA, 8635 Standing Bear, San Antonio, TX 78242. 512/623-4945.

D-38 JAILHOUSE FAMILY ENDURO
Superstition Mtns., near El Centro, CA. Limed from I-8 & Dunaway Rd & Huff Rd. Start 8:00 a.m. Entry 1-loop $12; 2 loops $14; post entry add $4. 25 mi. 1-loop, 50 mi. 2-loops. ATC class. Finisher pins & trophies. Busheaters M.C. of San Diego, 11047 Pallon Way, San Diego, CA 92124. 714/275-1823; 489-0228.

GROUNDSHAKERS MC 10th ANNUAL MOAPA TO VEGAS HARE & HOUND
Starts Moapa, NV, finish Las Vegas, NV. Entries limited to 300 riders, entry $15. Mail entries & 2 SASE to: Cal Mills, 5206 Caliente, Las Vegas, NV 89119. Info: 702/457-0343.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry Sptsmn. $10/Pros $13. 30% brass, p.b. to Pros. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

January 18-19-20

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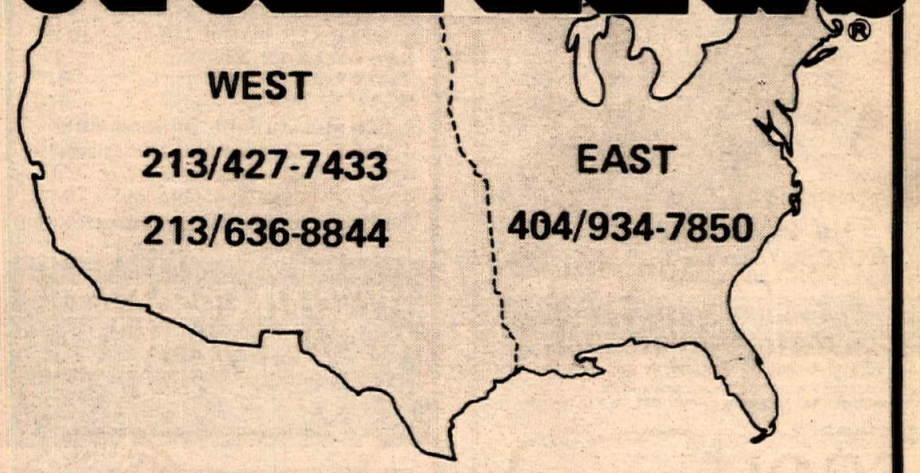

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January 19-20

CMC GOLDEN STATE SERIES MX
Fremont Raceway, Fremont, CA. $3000 Pro purse. $25,000 total series purse to Pros plus $50,000 in contingency awards. Pros ride Sun. Sptsmn. ride Sat. '80 125cc Can-Am plus $10,000 in contingency awards for series. Sptsmn. entry $10/$13; Pros $25/$35. 1980 CMC lic. req. Info: CMC, P.O. Box 1216, Pacifica, CA 94044. 415/355-4760.

D-37 SHAMROCK'S EUROPEAN SCRAMBLE
California City, CA. Hwy. 14 to Cal City, limed from Cal City golf course, D-37 points, Rescue 3. Entry $10.50/day. Dick Chase 213/353-4490.

D-36 SEMI PRO MX/AMA REGIONAL PRO MX
Sears Point International Raceway, Hwys. 37 & 121, Sonoma, CA. Guaranteed purse of $3000. For more info: 707/938-8448.

January 20

D-36 HARE SCRAMBLES
Sand Hill Ranch, corner of Camino Diablo & Vasco Rd. Brentwood, CA. First Annual Old Goat European Scrambles for Sierra Old Timers. Vets, OT & Support classes. Vets sign up 7-8 a.m.; Old Timers 9-10; Support sign up 11-noon; minis & 100cc sign up 1-2 pm. Riders $15; Spectators $3. Bob Porter 415/653-1184; Tom Anderson 415/634-3328.

D-36 MOTOCROSS
Argyll Park, 11 mi. S of Dixon, CA, St. Hwy. 113. All classes welcome. Sign up 7:00 a.m., prac. 7:30, race 9. Pro entry $15 + $3 gate fee. 100% Pro p.b. Sptsmn. entry $10. General adm. $4, kids 6-12 $1. Free on/parking. Buel Campbell, PO Box 601, Dixon, CA 95620. 916/678-3592.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, gates open 7 a.m., prac. 8, race 9. Entry Spts. $10/Pros $13. 30% brass. p.b. to Pros. AME lic. req. Free o/n camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

MRA MOTOCROSS
Medford MX Park, Kirtland Rd., White, OR. Sign up 7-9 a.m., prac. 8-9, race 9:30. Entry $6/$10 Pros, $3 spectators. All classes plus Minis. Pro money race 100% p.b. (no lic. req.). Turkey class, OT class. MRA, PO Box 1471, Medford, OR 97501. 503/664-5744, 664-6241.

SPEEDWAY RACES
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd.
$7 gate fee, $5 entry fee. Sign up 8-9 a.m. race 9:30 a.m. Minimum of 16 riders. 714/772-2348; 676-4024.

AMA MOTOCROSS
Saguaro Raceway, Tucson, AZ Hughes access rd. Gate opens 7 a.m., prac. 8, race 9. 3 motos/class 30% same day trophies, 100% trophies all mini beg. & nov. Entry $8 sptsmn., $15 Pros. 100% Pro pb. AMA membership required. Info 602/795-2238.

D-37 TT SCRAMBLES
Elsinore Raceway, Elsinore, CA. Hwy. 71 south from Corona to Lugonia Rd., left to track. All classes + hacks & Seniors (Over 30). Open 8 a.m., prac. 9, race 10. Gate $4, entry $6. Lightweights MC. Info 213/371-7356.

SRA NEW YEARS GP
Saddleback Park, Orange, CA. Gate opens 7 a.m., prac 8, 1st race 9. Mail entry $12, post $15. SRA lic. req. Finisher pins, 20% brass. All classes welcome. Info. 714/828-1358.

SDRA MOTOCROSS
Star Track, El Paso, TX, Gate Opens 8, prac. 9:30, race II. Entry $6 Mini-mini, $10 expert, $8 all others SDRA members $2 less. $2 gate. 7 rider/class minimum. Info 915/584-0109.

January 26

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1st place. Entry $10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

January 26-27

CMC GOLDEN STATE SERIES MX
Lake Madera, CA. $3000 Pro purse. Pros ride Sun. $25,000 total series purse to Pros plus $50,000 in contingency awards. Sptsmn. ride Sat. '80 125cc Can-Am plus $10,000 in contingency awards for series. Sptsmn. entry $10/$13; Pros $25/$35. 1980 CMC lic. req. Info: CMC, 500 South D. St. Madera, CA 93637. 209/673-3146.

RUSS DARNELL MX SCHOOL
Sprockets Park, Bakersfield, CA. Entry for 2-day session is $50 per student. All training & teaching is done on the bike, on the track. Classes limited in size, make reservations early. $10 deposit will reserve. Gift certificates available. Entry fee does not inc. daily gate fee charged by track. For info & reservations: Russ Darnell, 9225 Telfair Ave., Sun Valley, CA 91352. 213/767-1854; 848-2995.

January 27

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for pract. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

WEST TEXAS 100 ENDURO
Permian Basin Motorcycle Club, Box 3901, Odessa, TX 79760. For info: Michael Swinney 915/337-2034.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes. 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac., 8, race 9:30 a.m. CRC memb. req. 213/830-7519.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry Sptsmn. $10/Pros $13. 30% brass, p.b. to Pros. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry 19. All classes. Gates open 7:00 a.m., prac. 8, race 9. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

SDTR TRIALS
Barona, San Diego, CA. Hwy. 5 south, east on 78 past Ramona, follow signs to San Diego County Estates, left on Ramona Oaks Rd., on Abajo, lft. on Pappas, rt. on Rainbird, follow dirt road to trials site. ATA points. Gil Smith 714/842-5245, 847-8495.

D-37 SLED RIDERS HARE SCRAMBLES
Soggy Dry Lake, CA, limed from Y Cafe in Lucerne. 10 a.m. start, Trail, Nov., Beg. one loop. Rescue 3. Larry Pfutzenreuter & Dave Doney Memorial race. Info: 714/737-7607.

Jan. 31-Feb. 3

2nd ANNUAL DURANGO SNOWDOWN
Durango, CO. They're up to sno good in the Rocky Mtn. West. Four days of contests including a motocross on Feb. 2 (see listing). For more info, contact: Durango Chamber of Commerce, PO Box 2587, Durango, CO 81301 303/247-0312 or Michael A. Mohn. Box 312, Bayfield, CO 81122. 303/247-8163 (ask for Terry); 303/247-8538 ask for Tom.

February 1

INDOOR MOTORCYCLE SWAP MEET
National Orange Showgrounds, San Bernardino, CA. OPEN 6-11 p.m. for 24-hr. info: 213/588-0763.

February 2

SNOWDOWN MOTO X
Durango, Colorado. No entry fee. Prizes thru 3rd place will be awarded. Racing around 6 ft. snowberms starts at 1:00 p.m. For info on this unique event & complete info on the 2nd Annual Durango Snowdown from Durango Chamber of Commerce, 2301 N. Main, P.O. Box 2587, Durango, CO 81301. 303/247-0312.

February 2-3

CMC GOLD STATE SERIES MX
Prairie City OHV Park, Sacramento, CA. $3000 Pro purse. $25,000 total series purse to Pros plus $50,000 in contingency awards. Pros ride Sun. Sptsmn ride Sat. '80 125cc Can-Am plus $10,000 in contingency awards for series. Sptsmn. entry $10/$13; Pros $25/$35. 1980 CMC lic. req. Info: CMC, P.O. Box 579, Elk Grove, CA 95624. 916/381-0760.

February 3

SPEEDWAY RACES
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd.
$7 gate fee, $5 entry fee. Sign up 8-9 a.m. race 9:30 a.m. Minimum of 16 riders. 714/772-2348; 676-4024.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, gates open 7 a.m., prac. 8, race 9. Entry Spts. $10/Pros $13. 30% brass. p.b. to Pros. AME lic. req. Free o/n camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AMA MOTOCROSS
Saguaro Raceway, Tucson,

AZ. Hughes access rd. Gate opens 7 a.m., prac. 8, race 9. 3 motos/class 30% same day trophies, 100% trophies all mini beg. & nov. Entry $8 sptsmn., $15 Pros, 100% Pro pb. AMA membership required. Info 602/795-2238.

DeANZA MOTOCROSS
DeAnza cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Spotsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

MRA MOTOCROSS
Medford MX Park, Kirtland Rd., White, OR. Sign up 7-9 a.m., prac. 8-9, race 9:30. Entry $6/$10 Pros, $3 spectators. All classes plus Minis. Pro money race 100% p.b. (no lic. req.). Turkey class, OT class. MRA, PO Box 1471, Medford, OR 97501, 503/664-5744, 664-6241.

February 8-9-10

1980 MOTORCYCLE & ACCESSORY TRADE EXPO
Houston Astrohall, Houston, TX. Public welcome. Motorcycle Dealernews, PO Box 19531, Irvine, CA. 92713. 714/549-4834.

February 9-10

CMC GOLDEN STATE SERIES MX
Carlsbad Raceway, Carlsbad, CA. $3000 Pro purse. $25,000 total series purse to Pros plus $50,000 in contingency awards. Pros ride Sun. Sptsmn ride Sat. '80 125cc Can-Am plus $10,000 in contingency awards for series. Sptsmn entry $10/$13; Pros $25/$35. 1980 CMC lic. req. Info: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

February 9

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

February 10

PLONKERS VALENTINE TRIAL
Barona, San Diego, CA. Hwy. 5 south, east on 78, past Ramona, follow signs to San Diego County Estates, left on Ramona Oaks Rd., rt. on Abajo, left on Pappas, rt. on Rainbird, follow dirt road to site. ATA points. Gil Smith 714/842-5245, 847-8495.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry Sptsmn. $10/Pros $13 30% brass, p.b. to Pros. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

MOTOCROSS
Sunrise Valley Cycle Park, 2 mi. N of Adelanto, CA on Hwy. 395. All classes welcome. Entry $8/$12 Pros. MX School on Saturday — starts at noon. For info: Nick Brasevich, 15224 7th St., Victorville, CA 714/235-7339.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes. 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac., 8, race 9:30 a.m. CRC memb. req. 213/830-7519.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7 am, prac. 8, race 9 am. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail,, $15 post. Mail entry to: CMC, P.O. 1402, Costa Mesa, CA 92626. 714/557-3323.

D-36 MOTOCROSS
Argyll Park, 11 mi. S of Dixon, CA, Hwy.I 113. All classes welcome. D-36 pts. & bonus trophies. Entry $15/$10 plus $3 park fee. 100% Ex. p.b. Gate opens 6:30 a.m., sign up 7, prac. 7:30, race 9. Free O/N parking. Spectators $4, kids 6-12 $1. 916/678-3592.

TERLINGUA ENDURO
For info: Box 327, Fort Davis, TX. 79734. Barrick Watts 915/426-3837.

February 16-17

CMC GOLDEN STATE SERIES MX
Indian Dunes, Valencia, CA. $3000 Pro purse. $25,000 total series purse to Pros plus $50,000 in contingency awards for series. Pros ride Sun. Sptsmn. ride Sat. '80 125cc Can-Am plus $10,000 in contingency awards for series. Sptsmn entry $10/$13; Pros $25/$35. 1980 CMC lic. req. Info: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

February 17

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac, 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry. to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

MOTOCROSS
Saguaro Raceway, Tucson, AZ Hughs Access Rd., Tucson. Gate opens 7 a.m., prac. 8, race 9. Gen. adm. $3, kids 6-12 $1. All classes welcome. 2 motos each class. 30% same day trophies. Entry $8 Sptsmn., Pros $14. 100% Pro p.b. 602/795-2238.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac 8, race 9:30. Memb. req. 213/830-7519.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, gates open 7 a.m., prac. 8, race 9. Entry Spts. $10/Pros $13. 30% brass. p.b. to Pros. AME lic. req. Free o/n camping. AME, PO Box 1421, Reseda, A 91335. 213/881-5778.

Road Runs

January 27

ROAD RUN
Southland Cycle Center, 8141 Garden Grove Blvd., Garden Grove. CA. Anyone rides, free entry. From Orange Cnty. to Griffith Park, the Rock Store, Santa Monica Pier, etc. 9:45 a.m. Rain date Feb. 3. Info: Jim 714/893-5091 days.

May 24-25-26

SCMA 4th ANNUAL US MOTORCYCLE JAMBOREE
Kern County Fairgrounds, Bakersfield, CA. Booth space for dealers & organizations. Seminars, films, field meets, trophies, awards, dance band, etc. For info: U.S. Motorcycle Jamboree, PO Box 4481, Carson, CA 90749. 213/540-5452.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

CRC PROUDLY PRESENTS
Riverside International Raceway
SUNDAY, FEBRUARY 3, 1980
$1000.00 PRO PURSE
EACH CLASS RACE 45 MINUTES
*20% TROPHIES *SUPER FINISHER PINS
ATC'S & ODYSSEYS
MEMBERSHIP REQUIRED
OUTLAW GRAND PRIX
60 80 100 125 250 OPEN CRC VETS PLUS
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213-884-0413

A fool and his cycle are soon parted.

MOTOCROSS RACE SCHEDULE
CRC
Jan. 13 — Saddleback
Jan. 20 — Indian Dunes
Jan. 27 — Saddleback
CRC Membership Required
213-830-7519

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Pasadena
CA 91107
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MX RACES EVERY SUNDAY
Open 7 days — 7 a.m. 'till dark
Located 2 miles west of Interstate 5 on Highway 126 near Castaic.
(805) 255-4200
INDIAN DUNES

R.A.C.E. MOTOCROSS
FRIDAY
CORONA RACEWAY

THE LATEST POOP BY PAPA WEALEY

Only you and Ma Bell can save us now!

Papa received a last minute phone call from California Assemblyman J. Robert Hayes, notifying us all that the opportunity for an AB1407 veto over-ride is taking place as you read this page.

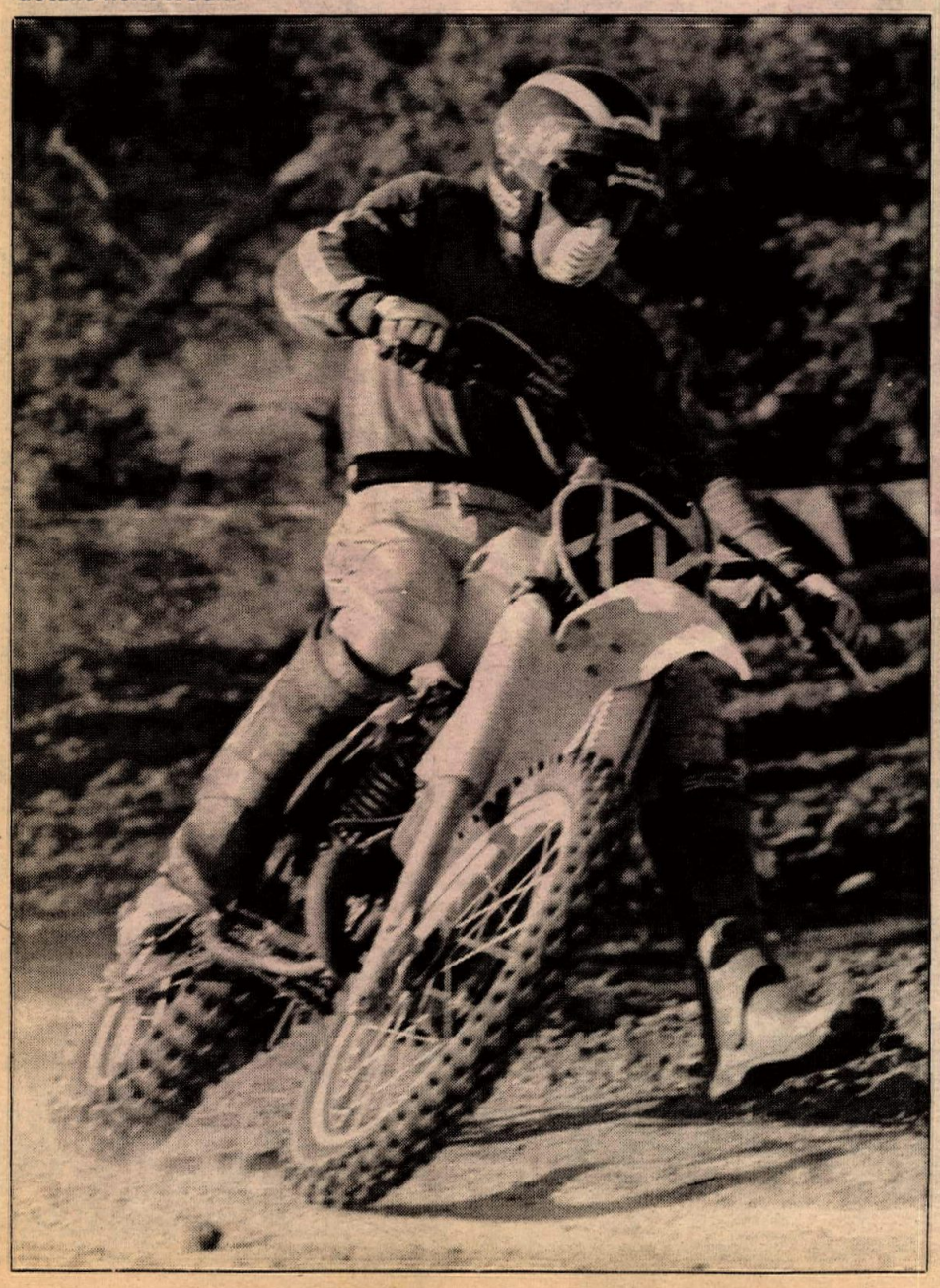
It's too late to write. Phone your State Assemblyman's office now and let him know that you favor AB1407, the Sagebrush Rebellion bill.

Hayes reported that he has commitments for 45 of the 54 votes necessary.

Only a massive barrage of telephone calls can sway the remaining nine votes our way.

It all comes down at 11 a.m. on Thursday morning, Jan. 10. Phone now, or live with the consequences.

Who is this masked man and what's he doing on that Yamaha? Complete details next week.



Roberts, Sheene, etc. form association, sign "no GP" agreement

By Chris Carter

DAYTONA BEACH, FL, JAN. 7

Road racers from several countries met in Belgium last week and formed the Professional Riders Association. At the same time, 15 of the 16 riders present signed contracts which call for a $100,000-plus penalty for their participation in any of six named FIM World Championship rounds. Those rounds are the Venezuelan, Swedish, Finnish, West German and Czech GPs. Also listed was the Belgian GP if it is held at Spa before a complete resurfacing of the course is carried out.

Among the 15 signing the contract were Kenny Roberts, Barry Sheene, Randy Mamola, Virginio Ferrari, Franco Uncini, Boet Van Dulmen and Christian Sarron.

Dutchman Wil Hartog refused to sign the contract and reportedly stormed out of the meeting after a heated argument with the other riders.

To confirm their faith in the proposed World Series, Roberts, Sheene, Ferrari, Mamola and Uncini also signed an agreement that they will not race in any GP event in 1980.

It was announced at the meeting that four tracks have confirmed they will run World Series road races. The four facilities and the dates are as follows; Imola (Italy) April 13, Monza (Italy) June 8, LeMans (France) September 6, and Donnington (England) on a date to be announced. Listed as tentative sites for World Series rounds are Laguna Seca (USA), Salzburgring (Austria) and Zandvoort (Holland).

A January 16 meeting has been set for representatives of the World Series/Professional Riders Association to meet with FIM officials.

Also revealed last week via a telex from Yamaha to England's *Motor Cycle News* was that defending 500cc World Champion Kenny Roberts has not signed a contract with Yamaha for 1980. Roberts said, "It's true I haven't signed. I had a meeting scheduled, but I missed it. We'll get together in Los Angeles on January 22, and I don't expect any problems."

The telex from Yamaha also made it clear that they are "embarrassed" by the World Series vs. World Championship situation. Yamaha also announced that they have no intentions to use the rumored V-4 in 1980.

California Assemblyman Gene Chappie announced his plans to run for the U.S. Congress. Chappie has always been a good vote for riders, and will be in a real position to do us some good if he makes it to Washington. Those of you who live in the northern California counties of Placer, Yuba, Glenn, Plumas, Shasta, Trinity, Siskiyou, or Modoc, might want to volunteer to help him. You can get more details by calling his campaign office at 916/673-3112.

Terry Vance and Byron Hines have left R.C. Engineering to start their own company. The pair took with them their Suzuki contract, bikes and the dyno and set out to form VHR, Vance-Hines Racing. Among the first products of VHR will be speed parts for Suzuki's GS1100. "We aren't that happy with the way things were going, so we decided to go off on our own," Terry Vance told a reporter. VHR will be located at 14010 Marquardt, Santa Fe Springs, CA 90670, and their phone number is 213/921-7461.

Team Honda has signed superteenager Freddie Spencer to ride their Superbikes along with Steve McLaughlin and Ron Pierce in 1980. Spencer, according to Honda's Dennis McKay, penned a two-year agreement on Dec. 26 that will keep him in the U.S. for the Superbike events and — while bikes are not expected to be ready for Daytona — perhaps some 750cc class racing. Spencer apparently is free to ride in Europe on another brand if he chooses; Honda will not back him in a 250 or 500cc World Championship attempt. The Honda deal also may include "some" racing abroad such as the Bol D'Or and Suzuka endurance events. McKay also reported that the Honda machines — both Superbike and GP/F-1/Winston Pro bikes will be four-strokes, overbored full race versions of their 750cc four-cylinder motor.

Four-stroke single maestro Bill Bell (Mike's dad) has left Honda to assume a new position at Yamaha, presumably assisting Team Manager Ken Clark with the all-new, all-pro off-road racing effort.

Representing Honda on the AMA National Championship Enduro Series trail in 1980 will be Ted Worrell and Mike Godfrey. The pair will concentrate on enduro and Two-Day/ISDT riding.

Mike Kidd has signed an agreement with the U.S. Army to continue his sponsorship for dirt track racing in 1980. Mike expressed an interest in road racing since there are nine pavement events listed in the Winston Pro schedule, but Army didn't buy that program.

The Road America event, tentatively slated for June 1 at the Elkhart Lake, WI road course, has been confirmed as a 1980 Winston Pro road race.

AMA Legislative Analyst Gary Winn delivered testimony to the Department of Energy regarding the department's proposed gasoline rationing plan and the AMA's viewpoint on motorcycle allotments. Winn proposed that motorcycles be excluded entirely from the rationing plan as an incentive for use to use our energy efficient two-wheelers. But DOE was "not overly enamored" by the idea, as Winn put it in a pressday phone conversation, and said there

RESULTS

Valley Dirt Riders Cross Country Berthoud, CO Dec. 16, 1979 By D.E. Burgener

1ST OVERALL	
Joe Coppedge	Mai
EX MOTOCROSS	
Wayne Sturm	Hus
Garry Myers	KTM
Dave Deschermaier	Suz
AM MOTOCROSS	
Vince Frey	
Keith Haley	Suz
Robert Rocho	Bul
NOVICE MOTOCROSS	
Floyd Frank	CA
Ben Slater	Suz
Don Eckhardt	Suz
MINI EX	
Mike Seery	Suz
MINI AM	
Kevin McKnight	Kaw
MINI NOVICE	
Kip Sundell	Suz
Shaun Stoddard	Suz
Mitch Eckhardt	Suz
VETERAN	
Ben Eckhardt	Suz
Darrell Gates	
Sandy rydendall	Yam
250cc ENDURO	
Reggie Blunson	Hon
Warren Dunn	Yam
Gary Snyder	Suz
500cc ENDURO	
Brian McKenna	Hon
Robert Kowardy	Yam
Frank McGuirk	Yam

NMA Santa Claus Grand Prix Dec. 16, 1979 Valencia, CA

PEE WEE	
King Richard	Ita
Matt Blacklock	Suz
Dustin Evans	Ita
JR CYCLE STK NOV	
Doug Fisher	Yam
Chris Lara	Suz
Keith O'Neal	Suz
JR CYCLE MOD NOV	
Chris Lara	Suz
Shane Sheffield	Yam
Todd Parker	Suz
JR CYCLE STK INT	
Mike Healey	Suz
Eddie Hicks	Yam
Scott Zastrow	Suz
JR CYCLE MOD INT	
Mike Healey	Suz
Eddie Hicks	Yam
Scott Zastrow	Ita
83 STK NOV 9-11	
Don Feeley	Yam
Craig Canoy	Suz
Todd Parker	Suz
83 MOD NOV 9-11	
Charlie Morris	Suz
Don Feeley	Yam
Roger Ebling	Kaw
83 STK NOV 12 +	
Russell Winkler	Yam
Greg Gest	Suz
Joe Rincon	Kaw
83 MOD NOV 12 +	
Russell Winkler	Yam
Joe Rincon	Kaw
Gilbert Valdez	Suz
83 STK INT 9-11	
Mik Healey	Suz
Keith Fox	Suz
Thor Bjornestad	Kaw
83 MOD INT 9-11	
Jason Rincon	Kaw
Scott Brown	Yam
Thor Bjornestad	Kaw
83 STK INT 12 +	
Pat Galan	Suz
Bruce Bunch	Kaw
Bobby Moore	Suz
83 MOD INT 12 +	
Pat Galan	Suz
Chris Gables	Yam
Duane Summers	Yam
83 STK EXPERT	
Erik Kehoe	Yam
Ron Lechien	Yam
Louie Franco	Yam
83 MOD EXPERT	
Erik Kehoe	Yam
Ron Lchien	Yam
Rick Hemme	Suz
100 STK NOV	
David Carlton	Yam
100 MOD	
Erik Kehoe	Yam
Ron Lechien	Yam
Andy Neliner	Suz
125 STK NOV	
John Alexander	Hon
Nick Larson	Kaw
John Carver	Suz
125 STK INT	
John Rudder	Hon
Jim Krumme	Hon
David Saxton	Hon
125 MOD	
Jim Krumme	Hon
David Saxton	JHon
Bob oorhees	Suz
250 OPEN	
Brian Alexander	Hon
Patrick Eason	Hon
Dede Cates	Suz
MOPEDS	
Erik Kehoe	Yam
Dale Himmelreich	Mbcne
Zoli Mezaros	Hon

D-36 2 + 2 Hare Scrambles Hollister, CA Dec. 9, 1979

125 EXPERT
1. John Hampton
250 EXPERT
1. Bob Terwilliger
2. Tim Hebard
3. Danny Castelhano
OPEN EXPERT
1. D. Brown
2. J. Haaker
3. K. Ingals
VET EXPERT
1. John Fraser
2. Rod Goerhring
3. Fred Mozingo
OT EXPERT
1. Greg Tuller
2. Bill O'Brian
3. Dick Mann
250 NOVICE
1. Roy Applequist
2. George Bradley
3. Peter Bierwith
OPEN NOVICE
1. Bob Britton
2. Brian Tormey
3. K. Birchfield
VET NOVICE
1. Richard Carlson
2. Tim Steele
3. Roger Keuhey
OT NOVICE
1. Jim Peterson
2. Les Dunning
3. Ken Yarn

SoCal CMC MX numbers for 1980

1. M. Tripes (125)
1. T. Wanket (250)
1. A Smith (Open)
2. D. Gerig
3. R. Johnson
4. T. Lunde
5. C. Chaffee
6. S. Johnson
7. D. Fuller
8. S. Burnworth
9. R. Turner
10. C. Howell
11. R. Maki
12. S. Walker
14. G. Denton
15. B. Wald
16. T. Peterson
17. D. Hansen
18. B. Marino
19. L. Ramage
20. B. Sullivan
21. M. Mohs
22. P. Thede
23. J. Raymer
24. M. Brooks
25. P. Wanket
26. A. Northrup
27. S. Rhyan
28. P. Hubbs
29. J. Gibson
30. C. Hardick
31. R. Maeda
32. B. Jewell
33. R. Reisinger
34. G. Jones
35. C. Pettigrew
36. S. Anderson
37. S. Manning
38. R. Rodriguez
39. B. Maloney
40. J. Benavidez
41. S. Slayton
42. S. Bauer
43. M. Toycen
44. D. Williams
45. B. McDougal
46. C. McCuistion
47. T. Gomez
48. B. Glover
49. B. Elliott
50. M. Devich
51. B. Kline
52. J. Jennings
53. B. Myerscough
54. G. Breker
55. C. Jones
56. D. Andersen
57. A. Kirker
58. S. Johnston
59. R. Utaski
60. D. Fisher
61. A. Fox
62. P. Johnson
63. A. Olson
64. M. Brown
65. R. Staten
66. J. Ward
67. B. Brown
68. M. Lawrence
69. R. Blanton
70. C. Moore
71. E. Baker
72. J. Tarantino
73. B. Antonacci
74. J. Greenway
75. A. Whiting
76. J. Holley
77. W. Simons
78. S. Blackman
79. G. Gibboney
80. S. Kinnier
81. D. Lewis
82. R. Rodriguez
83. G. Robertson
84. D. Taylor
85. S. Jackson
86. D. Southward
87. K. Masuda
88. A. Jefferson
89. T. Biner
90. C. White
91. M. White
92. K. Grissom
93. M. Page
94. M. Miller
95. S. Gillman
96. I. Theodore
97. L. Vick
98. M. VanCamp
99. D. McKinney
100. T. Clark

NorCal CMC numbers for 1980 By Paul Castoro

1. M. Preston (125)
1. J. Heiberger (25)
1. D. Wood (500)
2. J. Cunningham
3. D. Cantaloupi
5. B. Manzoni
6. S. Rebuck
7. M. Darby
8. M. Beier
9. M. Scott
10. C. Wessel
11. R. Hadlock
12. A. Thomason
14. B. Jamerson
15. J. Jacobson
16. J. Cloutier
17. R. Pckrandt
18. D. Ferraro
19. B. Wargo
20. S. McConn
21. J. Schlag
22. K. Woods
23. J. Handelin
24. J. Saggau
25. L. Wosick
26. D. May
27. P. Crane
28. S. Needham
29. R. Buttner
30. D. Turner
31. R. Bruns
32. D. Dennis
33. B. Geffert
34. J. Lamoureaux
35. K. Netto
36. J. Yourd
37. J. Kleve
38. E. McKenna
39. T. Alarcon
40. D. McRae
41. T. Bouscal
42. R. Losh
43. J. Beeman
44. K. McKenzie
45. D. Chandler
46. J. Inglebright
47. J. Lesniewski
48. B. Leonheart
49. D. Wilson
50. R. Daley
51. J. DeKay
52. D. Dobbins
53. R. Chapman
54. M. Fortin
55. M. Hersman
56. R. Cotney
57. B. Logan
58. B. Myers
59. M. Haas
60. P. Douglas
61. S. McConn
62. S. Pena
63. M. Skrivanek
64. P. Yoho
65. S. Montague
66. J. Land
67. E. Bruns
68. S. Coffey
69. C. Halcomb
70. R. Woodson
71. T. Arnold
72. B. Coulson
73. P. Wilson
74. B. Swartz
75. L. Giger
76. J. Watts
77. M. Lambert
78. R. Rundle
79. R. Schmacher
80. T. Hebard
81. D. Wetherbee
82. P. Langley
83. J. Vigil
84. D. Shultz
85. M. Yochum
86. G. Putto
87. H. Hutson
88. R. Mathers
89. T. Mulney
90. C. Stitser
91. T. Breault
92. G. Muscatell
93. W. Akers
94. J. Minor
95. J. Edie
96. J. Johnson
97. B Stevens
98. B. Grossi
99. D. Harrell
100. E. Buttram

Sports Riders Assoc. of Colorado MX Division Year End Pt. Standings By D.E. Burgner

125cc AMATEURS	
Kevin Vernon	697
Kenny Morris	611
Mark Stewart	579
Randy George	572
Kurt Howels	550
Mike Adcock	541
Eddie Despain	526
James Mason	490
Todd Schenzel	471
Glen Sharp	461
Danny Bunker	435
Steve McCarty	428
Brent Boyd	419
Dennis Baird	396
Brian Batterson	371
John Leman	360
Danny Horden	364
Tom Wilson	316
Rhon Martin	288
Greg Sleep	279
Kevin Martin	272
Eric Sterner	240
Gary Gomez	226
Dan Johnston	219
Randy Wilcox	197
Warren Bennett	178
Fred Alarid	154
Mark Gilseth	148
Mike McCarthy	147
Craig Gibbard	131
Steve Chavez	122
Don Paulovih	113
David Baird	111
Troy Potts	111
Jim Leman	105
David Knopp	98
Richard Nash	97
Kent Baril	96
Dale Stewart	96
George Porter	92
Greg Wilkins	91
Randy Sleep	91
Jeff Sober	91
Jim Nelson	88
Joe Guire	87
Gary Deniston	85
Jeff Kob	82
Adam Stepanick	76
Tracy Book	76
Bob Hayes	72
250cc AMATEURS	
Craig Ogawa	603
Dan Ruscetti	564
Bob Nabors	528
Kurt Martin	522
Rockland Proctor	457
George Vasseur	442
Mike DeBernardi	436
Bruce Nabors	410
Richard Martinez	385
Jim Cole	373
Russ Taylor	360
Alan Haley	331
Brian Wilson	318
Bill King	302
Stuart Meiris	281
Darren Daniels	274
Rick Alexander	264
Tom Weaver	252
Sany Frydendall	240
Gary Jump	231
Rusty Proctor	217
Scott Greenwood	213
Martin Morrissey	211
James Quicke	19
Kevin Bailey	194
Brent Smith	191
Stuart Trotter	184
Bill Jackson	178
Craig Gibbard	178
Allen Liscum	170
Dan Damhoff	167
Gary Loudermilk	164
Dave Snyder	159
Warren Bennett	116
Russ Rose	113
Gary Eubank	113
Jimmy Quackenbush	107
Vince Frey	107
Mark Booth	106
Steve Stephens	103
MarcOkano	103
James Cook	100
Robert Warren	99
David Newell	96
Brian Erpeloing	92
Jim Leman	86
Bob Wichmann	85
Scott Witt	80
Steve Runyan	80
Gordon Reichard	77
OPEN AMATEUR	
Steve Pfluger	504
Jim Nidiffer	467
Frank Howell	318
John Beavers	288
Tom Clark	284
Russell Todd	249
Carl Christon	244
Kevin Mahagan	236
John McDonald	225
Tom Haller	219
George Vasseur	183
Louis Farber	166
Tom Cooper	162
Joe Schupbach	145
Dave Hashman	136
Jerome James	132
Clint Owens	116
Peter Perez	111
Mark Williams	111
Greg Meiris	109
Vince Frey	107
John Olmsted	104
Charles Bennett	103
Dave Williams	101
Owen VanEtten	95
Curt Comer	88
James Quicke	88
Rex Hill	83
Randy Watters	73
Michael Sagel	66
Paul Roller	61
Richard Jager	57
Chris Guokas	54
Richard Stewart	54
Larry heniser	53
Michel Fix	51
Tom Tope	44
Chuck Aragon	43
Eric Sevems	42
Cliff Holloway	38
Gary Jump	36
Willard Clark	23
Mack Dorn	22
Bob Brownell	21
Timothy Osborn	21
Glenn Park	18
Orvil Neatherry	17
Bob Rocho	17
Rod Thomas	17
George Gartner	15
ADVANCED VETERANS	
Gary Shiramizu	465
Bill Williams	406
Vic Barlish	214
Dan Dobson	184
Harley Thomas	167
Wayne McFetridge	89
Gary Myers	85
Pat Pate	58
Tom haller	58
Terry Frydendall	50
Bill Thomas	49
Dave Hashman	49
Ben Eckhardt	26
Dale Wingeleth	23
Bruce Bader	15
Chuck Boyd	14
Frank Howell	12
Chuck Caston	10
AMATEUR VETERANS	
Charles Duncan	59
George Cozzetti, Sr.	53
Roger Hickey	51
Ed Collie	46
Melvin Kiel	39
Bill Ferrier	39
James Kaplan	28
Leo Ferrin	25
Darrel Gates	25
Bob Wolf	21
Robert Abbott	19
Rob Ewing	18
Ted Wiencek	16
James Reimer	16
Dave Dutton	9
Bill Oury	8
Robert Rasmussen	8
Richard Bronsert	8
Bob Stevens	8
Joe Northcott	7
Bob Lindsey	7
Phillip Ballenski	6
Dick Chase	6
Art Owens	5
Jim Quackenbush	5
Jim Taylor	4
Len Iffert	4
Ronald Greenbaum	3
Steven Burlingame	2
John Smith	2
Mike Kern	2
Jack Van Orman	2
Jim Adler	1
Dave Newell	1
Todd Mills	1

Motorcycle Racing Assn. of Nevada Final Pt. Standings

OVER 38	
1. Max Switzer	421
2. Ron Timmons	389
3. Dan Stadtlander	311
4. Ken Guio	177
5. Clarke Davison	160
6. Dennis Roberts	160
7. Steve Hampton	156
8. Ron Loomis	151
9. Buddy Cole	150
10. Manual Labor	117
11. Wally Tegarden	100
12. Pete Ries	100
13. Dennis Kelley	100
14. Grant Thorton	82
15. Roger Welch	81
16. Fred Ramsey	70
17. Ben Maze	70
18. Richard Dashley	65
19. Ronald Harshman	63
20. Pat Hail	52
21. Sergio Elizondo	49
22. Kent Kizerian	49
23. Ray Jones	36
24. Mickey Dawson	33
25. Ralph Purdy	23
26. Larry Ryan	10
27. Billy Hinz	20
28. Jerry Webb	20
30. Frank White	15
31. Leroy Dorf	15
32. Lloyd Sharpe	15
33. Lauren Hartl	14
34. Glen Henslee	10
35. Terry Lundy	8
36. Curtis Sharp	7
37. Don Akers	4
125 CLASS	
1. Daryl Folks	685
2. Billy McDaniel	665
3. Mike Welch	469
4. Todd Timmons	346
5. Marv Chapman	330
6. Scott Morris	276
7. Danny Ozuna	267
8. Randy Honeycutt	235
9. Doug Tichenor	226
10. Floyd Brakley	212
11. Joe Timmons	198
12. James Kimberlin	128
13. Greg Price	120
14. Robert Clark	114
15. Todd Johnson	112
16. Gary Breaker	11
17. Dale Roe	105
18. Angelo Ianucci	91
19. Robin Tanner	88
20. John Harshman	85
21. Charles Harvey	75
22. Billy Hill	60
23. Chip Miller	60
24. Pat Shields	60
25. Nino Butterowe	60
26. Kevin Gashler	60
27. David Gaskill	54
28. David Hoesch	53
29. Todd Hunter	49
30. Scott Patterson	44
31. Steve Schnoor	40
32. Mike Kinshella	35
33. Scott Benshoof	35
34. Bob Green	32
35. Martin Boyett	32
36. James Gibson	31
37. Mike Laduke	30
38. Tony Peace	30
39. Steve Zahm	30
40. Dwane Woitysaik	30
250 CLASS	
1. Ken Davis	795
2. Fred Hansen Jr.	705
3. Jon Ogren	573
4. Don O'Kuly	528
5. Keith Adams	521
6. Reb Wallace	464
7. Pat Mulcahy	435
8. Scott Forwood	383
9. Steve Beck	354
10. Rod Ahlstrom	345
11. Leonard Sikorski	295
12. Kevin Keefe	290
13. Jeff Harper	256
14. Mike Roe	254
15. Fred Riesen	250
16. Shawn Shirley	236
17. Gary Zupanic	233
18. Glenn Wischemeyer	220
19. Deral Houston	205
20. Doug Stadtlander	200
21. Mike Purdy	195
22. Mike Zahm	186
23. Rick Brown	185
24. Ron Ellenburg	185
25. Dan Winebarger	185
26. Bennie Brown	185
27. Charles Harper	173
28. Crockett Wirthlin	171
29. Mike Hanley	151
30. Art Lanier	149
31. Spunky Forwood	146
32. Terry Treat	144
33. Jim Wischmeyer	142
34. Jeff Davis	140
35. Marc Knudsen	135
36. Bill Quinn	134
37. John Austin	129
38. Mark Parsons	124
39. Mike Gaskill	120
40. Don Walker	120
OPEN CLASS	
1. Jack Johnson	722
2. Kevin Welch	492
3. Scot Harden	470
4. Casey Folks	395
5. Mel Chapman	350
6. Bill Putman	294
7. George Batalias	291
8. Kevin Colan	267
9. Bill Spendlove	263
10. Ken Averett	252
11. Butch Laswell	235
12. Jeff Benson	222
13. Chuck Piddisi	220
14. Sid Tarbett	205
15. Mike Miller	200
16. Anthony Pasqualotto	177
17. Montie Gerber	154
18. Randy Chambers	142
19. Mike Motto	141
20. Dave Brune	133
21. John Reo	130
22. Chuck Grimsley	115
23. Crockett Wirthlin	115
24. Gary Prater	105
25. Ken Cameron	96
26. Bob Gabriel	96
27. Ron Hibbard	92
28. Sheldon Otto	91
29. Bill Shipman	90
30. Leroy Kyger	90
31. Robert Arnold	85
32. Dennis Boone	85
33. Jim Batalias	83
34. Al Hoskins	80
35. George Sturgeon	78
36. Mike Tucker	77
37. John Cowman	76
38. Tom Manillo	74
39. Mike Marudas	70
40. Norman Kauke	69

WANT ADS

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US SUZUKI presently needs an additional customer relations coordinator, selected individual. Must have excellent judgement, a good motorcycle technical background and the ability to work with retail customer and dealers by telephone and letter. Good communications skills a must. Suzuki experience desirable. Excellent company benefits. Salary commensurates with experience. Send resume with salary requirements to: US SUZUKI MOTOR CORP., 13767 Freeway Dr., Santa Fe Springs, CA 90670. Atten: Mrs. Wilma Williams. (1)

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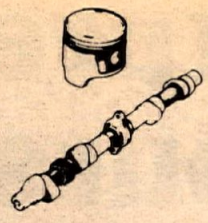

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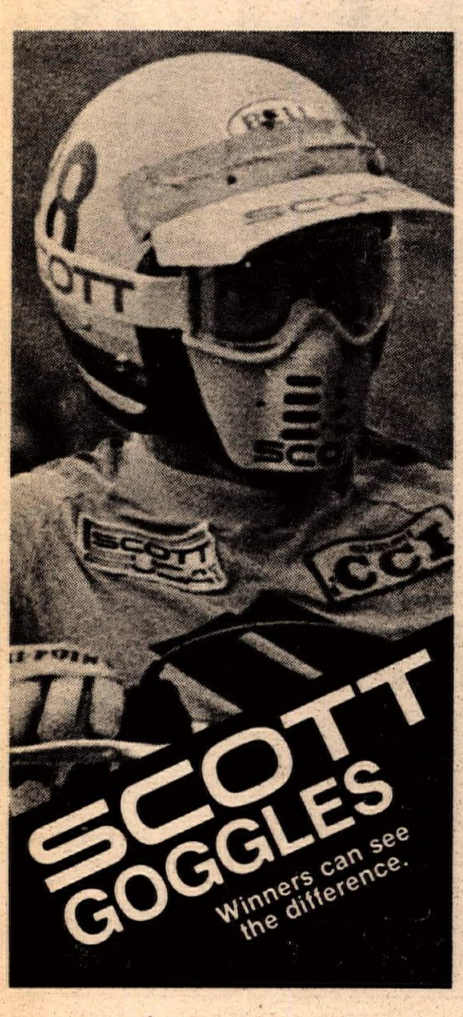

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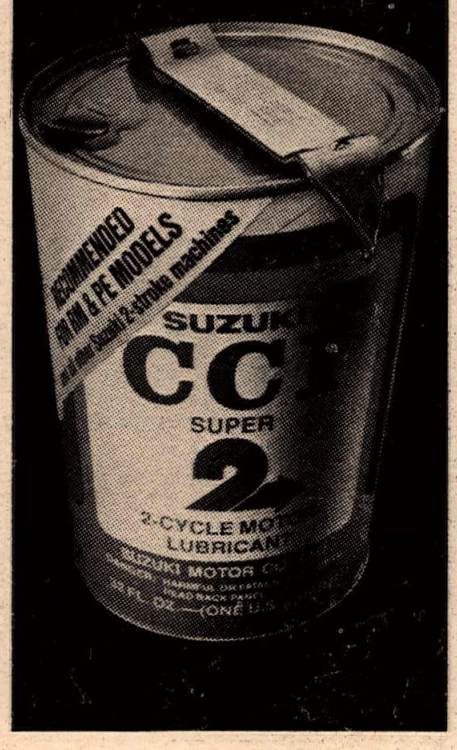

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"As used by top European riders." Fenders, wheel spoilers, guards, and solo seats. For more info. contact: Dennis Wrabiutza, RR #2, Roberts Rd., Grimsby, Ontario, CANADA. (416) 945-3268. Dealers inquiries invited. (1)

Racers

Earn extra money during the off season by addressing envelopes. Free details. Write: J. Richards, 1116 Main St., Box 434, Millis, MA 02054. Dept. CN. (1)

TZ350B

Reed valve kit, Vesco swingarm, gas shocks, new slicks, spares, very reliable, $1,500. (314) 343-5547. (1)

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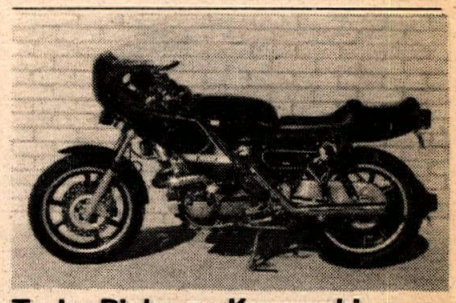
Free freight on XR-750 parts. Now you can get those hard to get XR-750 parts. HARLEY-DAVIDSON WEST, the nation's #1 Harley-Davidson dealer, has a complete line of Harley-Davidson parts in stock. Any class C Professional license holder can get cost + 20%. From now until May 1, we ship your parts "FREE" with $100.00 min. order. Call (213) 822-3426, ask for Paul. (6/TFN)

1978 Chevy Van

Must sell, $5000.00 or best offer or trade for street bike and cash. (805) 492-6290. (1)

TZ 750C

$5000.00. Latest modifications thru-out. Engine — Kel Carruthers. Over $2000 in spare parts. Bus. (213) 829-3621, home (213) 360-2858. (2)



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ATP turbo in late-model Rickman frame with improved suspension. MTC pistons, welded crank, 0-ringed, Gerex ignition, Holley fuel pump. Chrome by Brown's of Kentucky, custom fiberglass with solo/dual seats, custom paint. Oil temp, cyl head temp, mani-fold pressure gauges. Very low mileage, never raced or abused. Owner needs money for more expensive toys. $5,200. Call (415) 798-1969 or (415) 653-2071. (1)

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Lawwill framed '72 XR750, extra wheels, frame, gearing $4,700. Also 76 250 Bultaco Astro, $450. Both ready to race. Call John after 6 p.m. EST, (609) 693-4153. (1)

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'78 PE175 Suzuki

Ridden less than 300 miles. Wife's bike, $795.00. (714) 968-3493. (1)

X-Kawasaki Dealer

Has large inventory of new Kawasaki parts. Will sell as lot. Ask for Bill or Earl, call HONDA WEST (714) 531-0742 or (213) 924-6006. (50/TFN)

1975 Yamaha 400, $395.00

White Bros. Mono, Terry Kit front, excellent family enduro bike. (213) 335-4762. (1)

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WANT ADS

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IT 175 or PE 175 with street license. Must be in top condition, both mechanical and appearance. (714) 224-6271. (1)

'78 YZ250E must sell
Well cared for, top end just rebuilt, $700.00 or best. (714) 726-7948. (1)

Sell Kaw. 750 H.1R.A. ign. or
Trade for stock H2 ign. Other items for sale: Barnes 19" spool w/Borrani rim and new Pirelli, $85.00. Drag pipes for H-2, $75.00. (503) 663-4889. (1)

'78 Husky 390 Automatic
Like new — Gunnar Gasser, good tires (Trellborg/K190), very fast, $1050.00. (714) 960-2382 or (714) 687-8470. (1)

(213) 348-8381. (1/TFN)

Husqvarna '78, 250 OR
Dealer rebuilt motor 6-79, Malcolm Smith skid plate & Baja tank, stock desert tank, Whirlpool throttle, xtras. $895.00. (805) 324-6266 or (805) 834-7360. (1)

2 Speedway Bikes
2 Jawa DT500s, fresh engines, 10 new tires — spare wheels, many extras. Everything for a beginner or pro. Must sell — best offer. Porky (714) 983-6312. (2)

'79 Honda CR250R
Great condition, Ohlins shocks, Scotts fork set up, new top end, new sprockets and many other extras. Must see, make an offer. (714) 971-3447. (1)

'78½ Suzuki RM 250 C2
11" Al Baker fork kit, Curnutt shocks, 11" travel, new piston, rings, excellent condition, $850. (714) 821-7256, weekdays till 4:30 p.m. (1)

No. 1 Champion 125 Yam.
New in 1977; compl. fresh 9/79; Champion frame; '77 Yam. YZ-D eng; 19" wheels; disc rear brakes; Betors; S&W's; + spare parts, barrels, etc.; presently National No. 1 for 1980 & 3 yrs. D-37 No. 1. Very clean, very fast & reliable. First time offers. $2200.00. If you've seen it go, now's your chance. Bud Carroll, ph. (213) 371-7356 or (213) 886-1728. (1)

'78 YZ 250E
White Bros. front & rear Pro reservoir 11½" travel, alum. silencer, 'Ceet' seat cover, DG side covers, and bars, Gunnar Gasser, raced only 3 months. Must see, $1000.00 O.B.O. Greg (714) 750-5560. (1)

1977 TT500 Yamaha
Excellent condition, lighting kit, must sell. (213) 559-2550. $950.00. (1)

1979 Maico Magnum
250, Wheelsmith pipe, Supercrosser shocks, custom porting. Must sell, runs great, $1400.00 or best. (213) 766-0225. (1)

'79 CBX, $1,795.00
Front end totaled, body damage, frame and engine good — 450 miles. Will discount parts to repair bike. (714) 889-0211. (2)

MAICO, MAGNUM "78½". Works super crosser shocks, Barnett clutch, $850 or trade for desert bike. (714) 278-4340. (1)

2 Yamahas
'73 SC500, new top end, very fast, $450.00. '73, 360 MX, good shape, $300.00. Barry (213) 993-5411 (1)

Yamaha YZ '79, 250 F
Two months old, like new, White Bros. shock, forks, and reservoir. $1100.00. (213) 540-4294. (1)

'78, 390 Husqvarna
Excel. condition, 12" travel, loaded with extras, $1100.00 or best. (213) 919-3371. (1)

Wanted: 35mm "Black Leg"
Model forks (not leading axle), 8" Curnutts; Husky large capacity plastic tank. (213) 892-1749. (1)

1968 BSA 250
Showroom condition, $500.00. Days (714) 535-5000, evenings (213) 358-0502. (1)

Wanted
Suzuki RM250N bare frame, must be straight. 1979 or '80. (602) 342-1056. (1)

TZ 700 YAMAHA, reliable club racer. May deliver. $3,000.00. (604) 937-0305 or (604) 936-6744. (1)

RM 125 C and RM 250 N
Super clean condition, rebuilt engines, Luft reservoirs, Boysen reeds and more extras. Can be seen at TEZER'S, 349 N. Hwy. 101, Solana Beach. Phone (714) 755-3036. (1)

'77 RD 400, 9000 miles, $1100.00. '72 RD 200, 935 miles, $600.00. Both excellent cond. Misc. Bultaco parts. Evenings (707) 526-2085. (1)

'79 YZ 80 F
Ported — alum. swingarm, Terry Kit — Curnutt shock, 17" ft. wheel, 1980 factory pipe. 0 hrs. on totally new engine by top eng. builder. (714) 875-3697. (1)

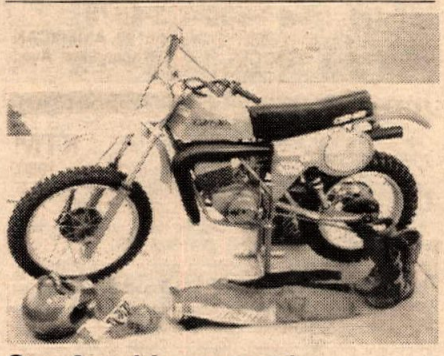
'77, 400 YZ Yamaha
New fork kit, mud tire & new Metzeler. Low miles, $700 or trade. (213) 833-4102. (1)

WANTED: MOTOCROSS EQUIPMENT, MX pants, good brand, "Honda colors size 26w; boots, good brand 6-7. Both in good shape. (213) 336-3102. (1)

'76 KX 250
Fresh '79 motor — fresh susp. 16½ inch, S&W shocks, excellent cond. Many extras, $800 or B.O. (714) 538-1456. (1)

1979 HONDA CR125R. Complete D.G. racer, excellent condition, $825.00. (714) 980-0517. (1)

2 — '75 Bultaco Astro 250's
One Astro is in good condition and race ready, other Astro is good for parts. $600 for all or best offer. (707) 642-6825. (1)



Can-Am rider wanted
1979 Can-Am 370cc MX-5, only 3 races, Fox-shocks, Metzeler tires. Also included new Can-Am leathers & jersey. Boots, shocks, gloves, goggles and Bell 120 helmet, also stand, $1795.00. Bill — (805) 736-3169. (1)

1975 XR750
Axtel heads, Del'Lorto, Mikuni, new rods, pistons, mag. Full set of gearing, extra wheels, spare mags, primary cases, battery, ignition, etc. $5000.00 or Shell TT500 + cash. (213) 428-5151 mornings. (4)

'78 Yamaha YZ250E
Al Baker kit front and rear with Luft reservoir 12 inch travel. Asking $900.00. Call (714) 689-6167 ask for Dale. (1)

WANTED RM 250 or 400 C2 FORKS. Call after 5 p.m. (805) 251-1248. (1)

Dodge Van
1977 "Select" Van, custom paint, rims, stereo, etc. 318 motor, 16,000 orig. miles, $5,500. Please call Max 8 to 5 (213) 944-8514, 6-10 (213) 944-4856. (1)

***** '76 Ford Van ******
Mint cond., fully shag carpet, custom interior, tinted windows, Cruise Control, sun roof, PS/PB, dual gas tanks, headers, air cond., mags, capt. seats, lo miles, brand new Pos A Traction tires. This van is sano! $5999.00. (213) 469-8731. (1)

2 — '78 RM125's, $600 OBO
One has new front rim & spokes, Preston Petty fender, DG side plates, new gas & brake cables, quick release throttle, fork kit, runs & looks great. Other one has new engine, fork kit, DG side plates, new rear tire, looks & runs great. $600 or best offer. (213) 288-0452. (1)

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Metisse 3 or 4 model. (714) 822-4671. (5)

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Built by Dicke Newell, best of everything, very fast & fresh, $1900. Also 750 Staracer Yamaha, Shell motor, Barnes, Mulholland, Cerianis, $1500. Can deliver to Houston, Daytona & maybe elsewhere. (403) 277-6263. (1)

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Fresh bore, Works pipe, aluminum silencer, $900.00. Days (213) 340-1083, eves. (213) 761-3135. (1)

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'77 Husky 250 CR
Excellent condition, never raced, used very little. Must sell, $900.00. (213) 963-0849. (1)

'79 Husky OR
Excellent condition, hardly used by 40 year old, $1600.00. (714) 735-2156 or (714) 734-7750. (1)

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Suzuki, Metzeler, carb. rejetted, lengthened kick start lever, like new, only 5 trail rides on bike. $1200! — (213) 392-3215. (1)

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All original, excellent condition, kept new by one owner. $995.00. (714) 627-3782. (1)

Russ Darnell Motocross School
Sprockets Park, Bakersfield, CA January 26th & 27th. Gift certificates available. (213) 767-1854 or (213) 848-2995. (1980/3)

Dirt cheap
'79 DR370 brand new. Dealer cost, out the door. WINNER CIRCLE SUZUKI (714) 882-1731. (45/TFN)

1979, 390 Husqvarna CR
Desert ready, excellent condition, many extras. $1650.00 or best offer. (714) 964-3824. (1)

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'78 Yamaha-400 YZE—$945.00
12" travel front/rear, Vesco tank, Metzeler, many extras. Dick (213) 644-0035. (2)

Wanted: BSA Spitfire/Rocket 3
Rocket III 1971-'72; any year Spitfire. Cash for complete bike. Send specs and photos. P.F. Shoen, 2727 N. Central Ave., Suite 1100, Phoenix, AZ 85004. (415) 467-2633. (4)

Bill Bell Thumper
Built Honda 410 eng., C&J frame, Ceriani forks, Work Performance shocks, Gunner Gasser, VDO speedo, Tony D. bike all red, cherry condition, must see. Cost $4,000, will sacrifice for $2,000. This bike kicks ass! (714) 593-7667. (1)

Suzuki RM250C 1978, ex. cond.
Mechanic's bike. Everything on bike new including engine. Baker kit, S&W's, 10.25 travel, clean and maintained right, $850.00. (714) 728-0315. (1)

Works Performance shocks
for RM400/250N, supercross model as new in box, $200/B.O. Also new Tenforce hub w/new Hi Point rim, $100. 3 rail trailer, $300. John (415) 593-7745. (1)

'79 YZ 400F like new
Complete LOP equip. Too many extras to list, $1500.00. Call Mike (714) 846-6364. (1)

TZ250, C&J frame
'78 engine, five total races on engine, Kanemoto designed C&J frame, some spares, $3200. (916) 758-1780. (4)

Wanted
C&J frame or complete chassis for Honda XL 350 motor. Call evenings (714) 493-8795. (1)

Bates leathers, road racing cut
Never used, 1 piece fully lined, extra detail. 180 lbs., 5'11". $280.00 firm. Days (213) 448-9827, eves. (213) 799-2141. Ask for Gil. (2)

CLUTCH NEEDED for Harley 250 Sprint. (213) 549-2194. (1)

CZ — JAWA — BABETTA
Parts & accessories. JB CYCLERY, 17577 Road #24, Madera, Calif. (209) 674-4788. (1/TFN)

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XR750 race ready
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B.M.W. road racer 1000cc
Hard chrome crank, fly wheel pinned and welded, Corilla rods, braced frame and triple clamp. Large oil paw and cooler, new slicks, loaded. $2500.00. (805) 399-5848. (1)

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Save $150.00 new 1980 RM125
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Great shape, D.M.G. pipe, stock pipe, available tires & engine, fast. (213) 582-3126. (1)

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1978 YZ250E ● ● ● ● ● ● ●
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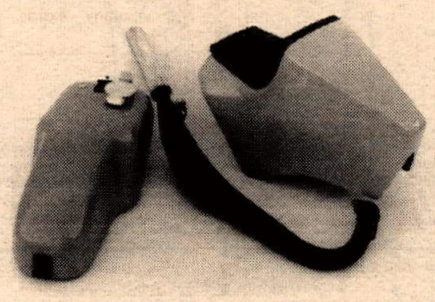

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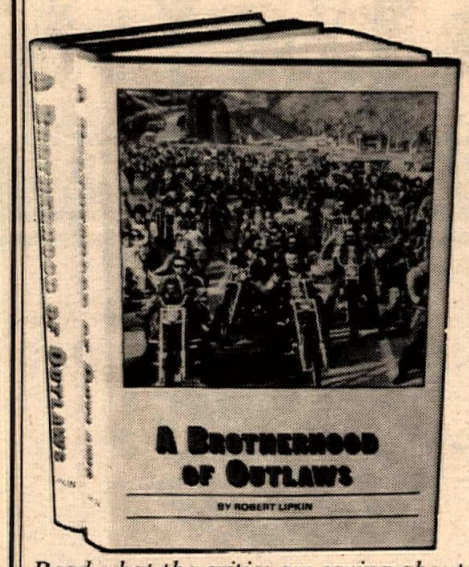

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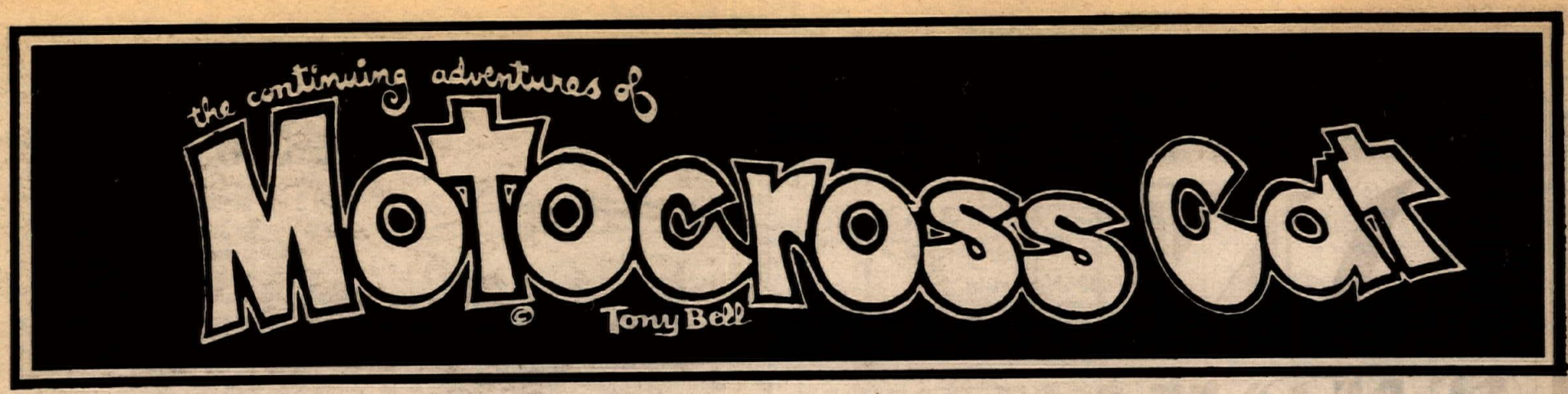
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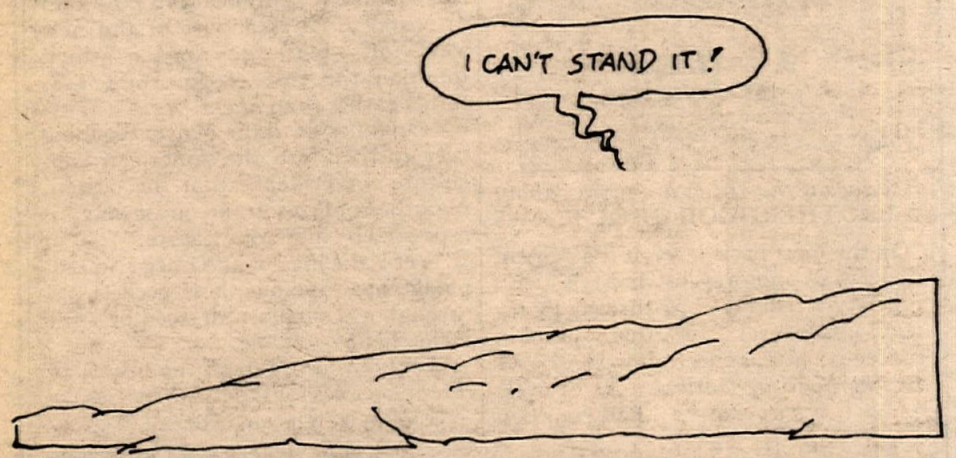
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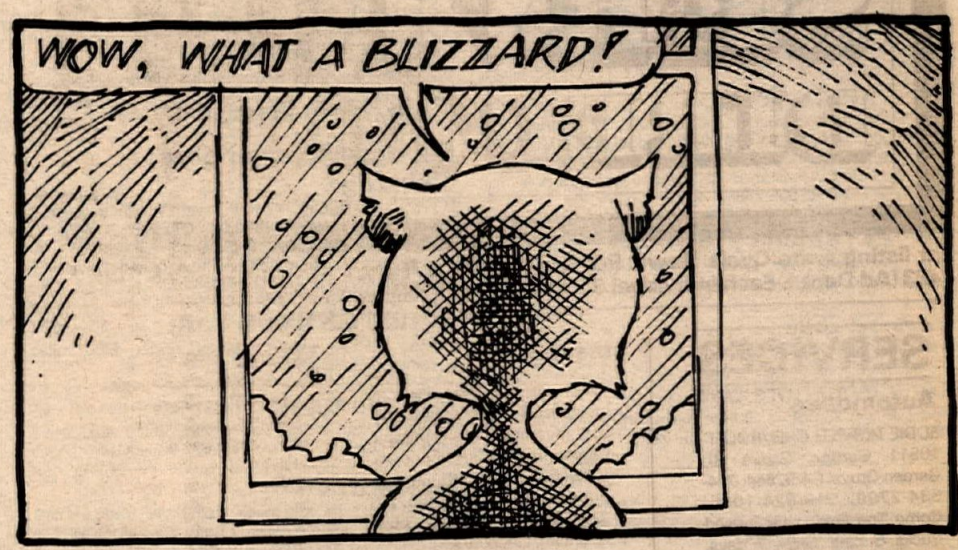
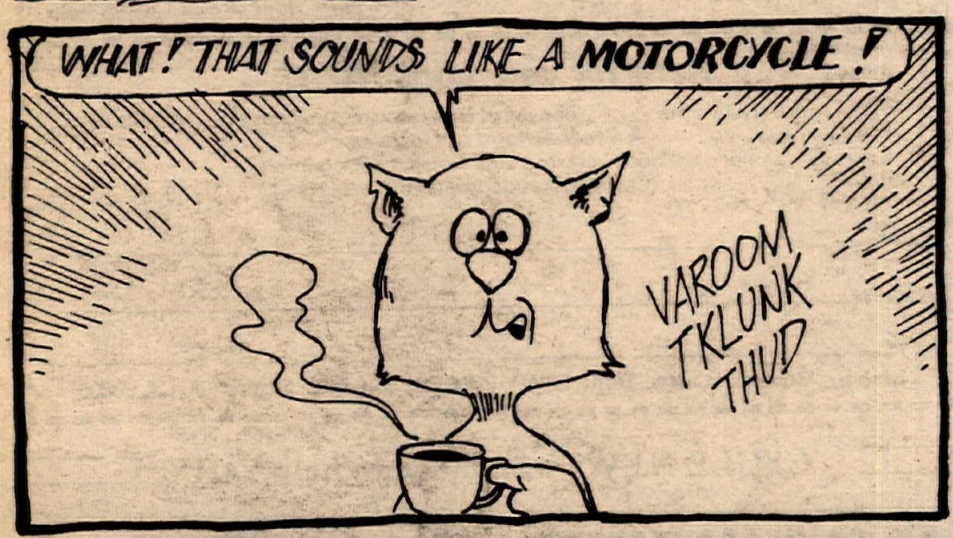
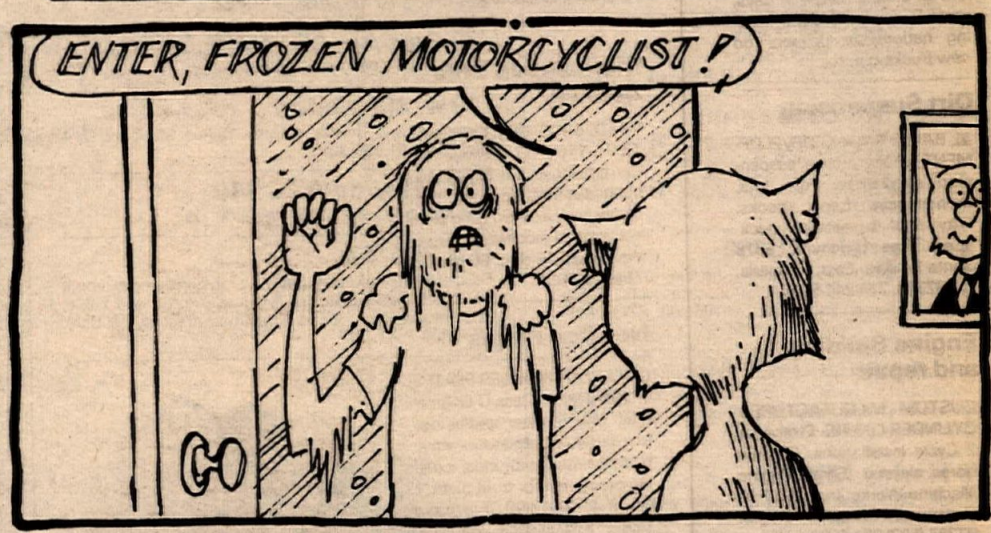
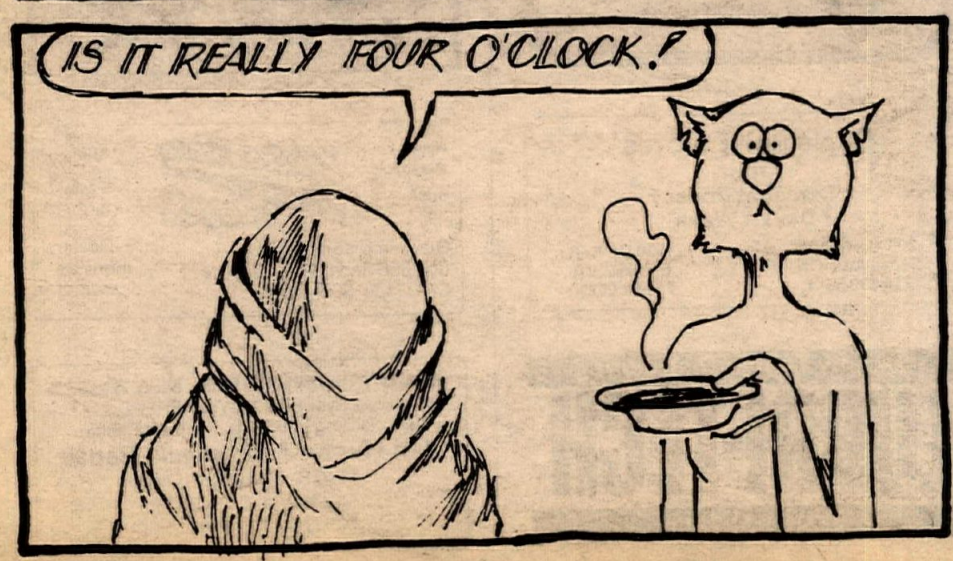

WOW, WHAT A BLIZZARD!


WHAT! THAT SOUNDS LIKE A MOTORCYCLE!
VAROOM
TKLUNK
THUD


ENTER, FROZEN MOTORCYCLIST!
GO

HERE, HAVE SOME GOOD HOT COFFEE!

I'M WARMING UP SOME SOUP FOR YOU!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TONY BELL 11 DEC 79 W49

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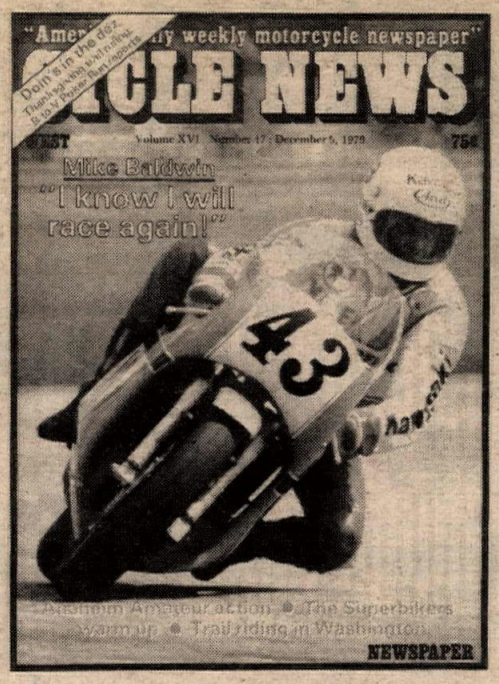

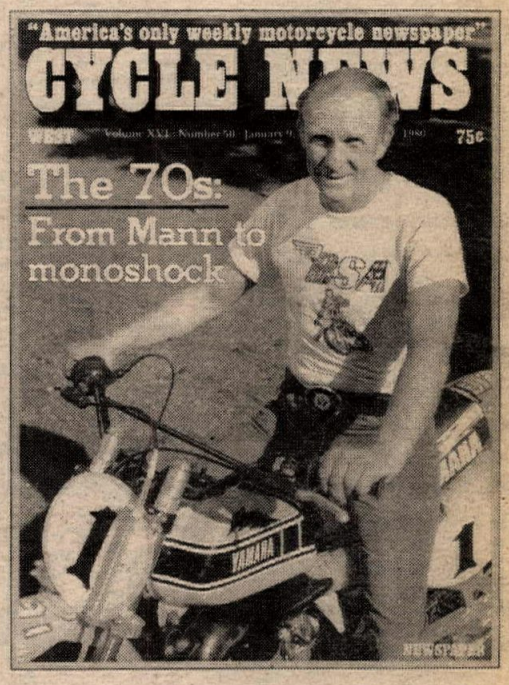

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was "no place in the plan for exclusions of any kind." DOE's original intent had been to allot motorcycles only 10% of the amount allocated for automobiles. Letters to Secretary of Energy Charles Duncan from motorcyclists pointing out the advantages of our riding our bikes instead of driving our four-wheelers might help sway the DOE toward our viewpoint. Address those letters to DOE, 2000 M St. NW, Washington, DC 20461. "At least we set 'em to thinking," Winn said of the DOE's reaction to AMA's presentation. Let's keep 'em thinking!

What does a Phantom Duck of the Desert do on the last day of 1979? Why he pickets the Riverside office of the BLM, of course. Quack! Quack!

British speedway promoter Ian Thomas was out at the last Elsinore speedway race and presented awards to Dave DeTemple, who won the Handicap Main starting from the 60-yard line, and John Cook, who won the day's Match races. Thomas reportedly showed interest in signing both riders to compete in England.

Maico has announced over $9,500 in contingencies for the CMC/Can-Am Golden State Series. Any Maico rider winning an event in the three Pro classes will receive $150. Second place is worth $75 and third is good for $50. At the end of the series, any Maico rider who takes the overall series win in any of the Pro classes will receive $1,000. If the series winner doesn't ride one of the red machines, then $250 will go to the top Maico pilot in the point standings.

HosPITal STOP: Tony DiStefano phoned Papa last week, giving us an update on his Dec. 6 eye injury. He was installing a new shelf in his shop when a screwdriver slipped and cut the lens. "They don't know yet how much damage is done," DiStefano reported. "They know the lens is damaged, but they can't see into the back of the eye." In three to four months, they'll replace the damaged lens with a contact lens. Plans for racing in 1980 are pretty well scrapped, although he expressed hope of some Trans-USA MX Series action. The final outcome is still a question mark: "I could lose my eye, or I could have 20/20 vision," Tony concluded. A cornea transplant may be necessary if the scar obscures vision. Send those get-well cards and letters to Tony D, 23011 Alcalde Dr., Suite A, Laguna Hills, CA 92653.

Would you fly in a private plane piloted by The Hurricane? It's true, Bob Hannah is learning to fly — literally, this time — and is expected to solo soon. No official announcement yet on his riding plans for '80, since his broken leg has not healed as originally expected. Yamaha racing boss Ken Clark is expected to make an announcement in time for next week's *Cycle News*.

On the light side of the news, Marty Tripes has lost 12 pounds.

The opening round of the new AMA Western Regional Championship Motocross Series has been postponed. Originally slated for Jan. 5-6 at Sears Point International Raceway, the event has been moved up to Jan. 19-20 by promoter Bob Bondurant. Loads of rain flooded parts of the track making proper preparation impossible.

Lost another one! Desert ace Morgan Malocco proposed to his favorite lady Kathy Hopkins on Christmas Day, and she said OK. They're thinking about a wedding date for late 1980.

Houston bound flat trackers and dirt track fans will be pleased to hear about the Wednesday night, Feb. 6, All American Indoor Short Track in Fort Worth, TX. Put together by ex-racer Royal Sherbet, the AMA sanctioned Novice, Junior and Expert event offers a $2,000 purse, plus $100 to the top rider from each of the three classifications. The $100 bonus money will be paid to riders who pre-enter the event. Sherbet sees the race as a "chance to practice for Houston because we're racing in Fort Worth's Cowtown Coliseum on a dirt track." Spectators who won't be banging handlebars will appreciate the fact that Cowtown is heated. Racers wishing to pre-enter should send a $9 check or money order to Royal Enterprises, 209 Town Creek Dr., Euless, TX 76039. Pre-entry deadline is Jan. 20.

Who needs spades, clubs, hearts and diamonds when you can play with racers, dressers, choppers and dirters? Mova Fun Products in Sunnyvale, CA asked the question, then explained by showing Papa their official poker run deck of playing cards designed with motorcyclists instead of the traditional numbers and noblepersons. You can check 'em out by writing to Box 62126, Sunnyvale, CA 94086 and asking about stock #1001.

Motorcyclists will still be allowed to ride on existing ways and trails through Wilderness Study Areas, according to the Bureau of Land Management's (BLM) Interim Management Policy. The policy, a set of management guidelines for the 57 million acres of public land under wilderness review, will remain at least until Congress makes the final decision on whether the land will become part of the National Wilderness System. This decision will be made by October, 1991, a deadline set in the Federal Land Policy and Management Act of 1976. The policy also states, "Organized off-road vehicle events may be allowed to pass through areas under wilderness review on existing ways and trails, so long as the BLM has determined that such use satisfied the nonimpairment criterial" Nonimpairment criteria are rules to protect land under consideration for wilderness designation from harm. The policy prohibits assembly areas, start or finish lines, and gasoline pit stops. Copies of the policy can be obtained by contacting any BLM office or by writing: U.S. Department of Interior, Bureau of Land Management, Wilderness Section, Washington, D.C. 20240.

Dennis Rosenberg phoned in a last minute bulletin to MXers who'd like to ride in the 15 D-37 motocross races that have been set up as AMA Progressive Pro events. D-37, by the way, is negotiating for 10 more races to add to that schedule. The first race will be Jan. 13 at Sunrise Valley Cycle Park, and licenses will be on sale. They cost $10. More info? Call Dennis at 714/496-8779.

Next year's Trans-USA MX Series will be fought exclusively on 250cc machinery. "We believe that it will make for better racing," said the AMA's Mike DiPrete. "Nearly every rider has a 250 so that seems to be the best common denominator for both the Trans-USA and National Support classes. The rule used in 1979 of riding any displacement machine didn't work out so it has been shelved."

Two-time World Champion road racer Barry Sheene was "fined" $10,000 by Heron Suzuki, England's Suzuki importer, for showing up at an awards ceremony wearing a Yamaha sweatshirt. Said Heron Suzuki sales manager Maurice Knight, "Barry violated his contract by wearing the sweatshirt." Suzuki withheld the final installment of his '79 salary as a penalty. Said Sheene, "This just shows how bitter and petty they are. Surely everyone knows I'm going to race Yamahas next year and that's why I wore a Yamaha sweatshirt." Sheene's "privateer" effort for 1980 is backed by an "$800,000 sponsorship package, not $400,000 as *Cycle News* printed it a few weeks back. •

1980 AMA Regional Dirt Track Championship Series

Eastern Region			
2/17	Half-Mile	Postponed Date TBA	Bill West, Supersports Promotions 6430 16th St. N. St. Petersburg, FL 33702 813/522-1513
3/3	Half-Mile	Volusia County Speedway Barberville, FL	Bob Janelle, Dirt Track Promotions 162 Sweetgum Lane Port Orange, FL 32019 904/767-0465
3/4	Half-Mile	Volusia County Speedway Barberville, FL	Bob Janelle, Dirt Track Promotions 162 Sweetgum Lane Port Orange, FL 32019 904/767-0465
5/26	Half-Mile	York Fairgrounds York, PA	Ronald Burger, York MC 2333 Whiteford Road York, PA 17402 717/854-3214
6/14	Half-Mile	Montgomery County Fairgrounds Dayton, OH	J.R. Kelley, Old Time Newsies 431 East Third Dayton, OH 45402 513/222-7810
8/15	Half-Mile	Erie County Fairgrounds Hamburg, NY	W. Jay Milligan, Jr. J.M. Productions, Inc. 5831 Southwestern Blvd. Hamburg, NY 14075 716/648-5100
Central Region			
7/14	TT	Bridgeton Clubgrounds Bridgeton, MI	Forrest Dizotell, Muskegon MC 5803 Lake Harbor Road Muskegon, MI 49441 616/788-3941
8/10	Half-Mile	Seymour, WI	Ken McCoy, K.L.M. Limited 727 Memorial Dr. Green Bay, WI 54303 414/494-5256
8/14	Half-Mile	Winnebago County Fairgrounds Pecatonica, IL	Bill Maxey Winnebago County Fair Association 2003 Ridgeland Road Rockford, IL 61108 815/399-8108
Western Region			
9/28	Half-Mile	Oklahoma State Fairgrounds Oklahoma City, OK	Bud R. Carson State Fair of Oklahoma P.O. Box 74943 Okahoma City, OK 73147 405/942-5511
4/20	TT	Owyhee MC Club-Clubgrounds Boise, ID	Gloria J. Henson, Owyhee MC P.O. Box 733 Boise, ID 83701 208/375-3762
6/27	TT	Sidewinders Track Clackamas, OR	Dennis Seifert Oregon Sidewinders MC 13500 S.E. Lawnfield Rd. Clackamas, OR 97105 503/659-1022
6/28	TT	Castle Rock Fairgrounds Castle Rock, WA	Roy Knox Mt. St. Helens MC P.O. Box 51 Castle Rock, WA 98611 206/274-4836
7/13	TT	Sidewinders Track Clackamas, OR	Dennis Seifert Oregon Sidewinders MC 13500 S.E. Lawnfield Rd. Clackamas, OR 97105 503/659-1022
8/10	Half-Mile	Sturgis Fairgrounds Sturgis, SD	Joseph F. Doyle Black Hills Classic P.O. Box 296 Sturgis, SD 57785

CYCLE NEWS

WEST

America's only weekly motorcycle newspaper

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ON THE FRONT PAGE: Welcome to the 80s, a decade sure to amaze you with space age technology and miracle machines. This preview look is courtesy of the artistry of Steve Beaumont.

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VOICES

Whatever it takes...

Your newspaper is taking the easy road in "dinging" me and my Department by innuendo rather than getting the facts. Are you auditors or newspaper people?

A newspaper with a Capitol correspondent would have heard us protest the movement of '74 Bond funds from the Pismo project to another purchase in the State Legislature's finance committees. We pointed out that to transfer the funds after we had promised some bond funds for OHV projects, was a breach of faith on the part of government. Our arguments did not hold sway, and we have no vote.

My choices were: (1) Cancel the purchase, or (2) Use Green Sticker money to buy the property.

I chose the second course of action. I pointed out to your managing editor a couple of months ago that when I took over here in September of 1977 there were 6,000 to 8,000 acres of land in State Vehicular Recreation Area ownership. Today there are 36,000 acres in ownership.

Those of you who voted to limit the growth of government during the Jarvis-Gann and Gann initiatives may now be ready to reap the benefits. Positions necessary to operate those 36,000 acres of SVRA's will be included in the "growth" determinations even though they are funded by OHV monies.

C.N. Deepthroat is welcome to come into my office to ask questions and to get answers anytime. It's faster than rummaging around in our trash receptables.

RUSSELL W. CAHILL
Director California Dept.
of Parks and Recreation
Sacramento, CA

Thank you for responding to one of the questions posed in our Capitol column. But quite frankly, there was more information in your "trash receptables."...Editor.

Decorate the Duck's nest

I just read the Louis McKey story in *Cycle News*, and although I'm not an organizer, I know someone out there is! How about us doing something for the Duck besides sending a buck?

Why don't one of you guys who has a paint store donate some paint — not the Defense Fund, but to McKey and his family? and how about some carpet?

I can't lay carpet, but I sure can use a brush, and if someone will get it together, I'll be the first one to show up and help make the McKey's house the showplace of the neighborhood.

He's donated so much of his time for us. Why don't we do something now to help repay those lost hours of personal time?

We all know the high cost of things today. We also know of the costs the Duck has had thrust in his lap. Let's give up one weekend and donate that time to helping *him* for a change.

It's up to you people in the home improvement business to get it started. You probably can use it as a tax deduction. I know if you supply the goodies, we can do the job.

Let's make 1980 a great year for the Phantom Duck. We have the chance to start it right now!

DIRTY OLE MAN
Chatsworth, CA

Angry Citizen

I am getting very angry. I have sent several letters to the Riverside BLM office, asking for information on the B toV race and race permit procedures. I've received no answer. Information, promised during telephone calls, has failed to arrive. In other words, I have been ignored. What is going on? Why won't public officials help taxpayers?

I am beginning to understand what Grandma Duckbacker and Thumper Freak are angry about. You can bet that I will support the Duck this year. Mr. Hillier, answer your mail!

R.T. GOCHNAUR
Downey, CA

Numero huh?

While reading "Papa Wealey" in the Dec. 19 edition of *Cycle News*, I noticed the item about the AMA allowing only "AMA approved block numbers" for 1980.

What's the matter with the numbers used now? It wouldn't look like Jorgy without the same configuration 44 that we have all come to recognize. It wouldn't look like Corky without his stylish 62. What's next...everyone having to wear the same color leathers?

Seems to me the AMA should either spend some time working on the problems racing and motorcycling in general already has, or find a hobby, instead of wasting their time (and our money) making useless and stupid new rules.

GEORGE L. HUEBNER
National Sales Manager
R.C. Engineering
Gardena, CA

The rationale behind the rule — which by the way isn't new for 1980; it's just being enforced — is to solve a scoring problem, George. And it applies particularly to motocross where riders have three-digit numbers that are partly obscured by their legs or oftentimes by mud. (As a race reporter, I've tried to read these numbers under adverse conditions and can easily understand the scorekeepers' problem.) AMA's intent is not to standardize rider appearance or make them look alike, but in fact to help distinguish one from another...Editor.

GVV gratis

Congratulations on a fantastic review of the 70's in Championship Dirt Track racing. Van Voorhis really brought back a lot of great memories. Looking forward to your review of the 80's, Gary!

TIM ROCKWOOD
Woodland Hills, CA

What? No decade of dez?

I could not believe that you had no desert racing in your review of the decade's motorcycling. Surely you will feature the last 10 years of dez racing in the next issue.

Have you forgotten J.N. Roberts, Larry Bergquist, Rich Thorwaldson, Whitey Martino, Terry Clark, Larry Pfutzenreuter, Wes Anderson, Jr., Jim Fishback, George Walker, Tom and Cordis Brooks, Mitch Mayes, A.C. Bakken, Larry Roeseler, Bruce Ogilvie and Carl Adams?

Please at least print this letter if you are not going to do an article.

DOUG FERGUS
Travis AFB, CA

It wasn't a matter of forgetfulness, Doug — more like a choice we had to make. Riding in the dez, particularly in organized events, is a hot political issue as well as a matter of personal interest to us all. We discussed doing a racing review, and of course we discussed the Phantom Duck of the Desert interview. In light of what's happening right now (Have you phoned your assemblyman yet? See p. 2), we chose to do the story on Louis McKey as representative of desert riding and racing. For more detailed info on desert racing, please refer to our issue #47 in 1978. That special desert issue contained an article entitled "A look back through the dust" written by Suzie Mann that traced dez racing back as far as the early 1920s...Editor.

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

AMA AMERICAN MOTORCYCLIST ASSOCIATION WESTERN UNITED STATES CHAMPIONSHIP

VIEWFINDERS GRAND PRIX

RIVERSIDE INTL. RACEWAY

MARCH 1st & 2nd 1980

ENTRY INFORMATION

- ENTRIES OPEN JANUARY 12, 1980 AND CLOSE FEBRUARY 16, 1980.
- MAIL ENTRY $20.00 PER RIDER (incl. $1 for dist. 37 legal def. fund)
- POST ENTRY $35.00
- STARTING POSITION DETERMINED BY POSTMARK ON ENTRY
- NO REFUNDS. ENTRIES NON-TRANSFERABLE.

RACE INFORMATION

• FOUR RACES EACH 100 MILES • PARTICIPATION PINS AND FINISHER PINS • DISTRICT 37 POINTS • SILENCERS REQUIRED • NO PLAY BIKES • RESCUE 3 WILL BE IN ATTENDANCE • COMPUTER SCORING • AMA SANCTIONED • WATERPROOFING RECOMMENDED • VIEWFINDERS "LEGENDARY WATERJUMP" WILL BE WAITING! • RIDER NUMBERS PROVIDED • 2,000 RIDERS EXPECTED • ENTRY INCLUDES RIDERS ADMISSION TO RACEWAY • VIEWFINDER G.P. DECALS • MOTORCYCLES MUST BE IMPOUNDED PRIOR TO RACE.

IMPOUND TIMES

FRIDAY - 6 P.M. til 11 P.M.
SATURDAY - 6 A.M. til 7:30 A.M.
SATURDAY - 6 P.M. til 11 P.M.
SUNDAY - 6 A.M. til 7:30 A.M.

SPECTATORS

• $5 PER PERSON (includes overnight free parking) • CHILDREN UNDER 12 FREE • NO PLAY BIKES • FOR ADDITIONAL INFORMATION, PHONE (213) 258-3358 or (213) 962-1927 • FOR ADDITIONAL ENTRY FORMS, MAIL SELF-ADDRESSED, STAMPED ENVELOPE: VIEWFINDERS M.C.

1st ANNUAL VIEWFINDERS GRAND PRIX 1980

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NAME. ______

ADDRESS ______

CITY ______ STATE ______ ZIP ______

PHONE # ______ AGE ______

DISTRICT # ______ BEG. ______ NOVICE ______ JUNIOR AMATURE ______ EXPERT ______

OTHER (give name of assoc.) ______

TYPE POINTS WANTED DESERT ______ MOTO-X ______ SCRAMBLES ______ WOMENS DIVISION ______

SENIOR DIVISION (40 Or over) ______ VETRANS DIVISION (30-39) ______

SIDEHACKS LIGHT WT. ______ HEAVY WT. ______

CLUB OR SPONSOR ______ A.M.A. # ______

ENGINE SIZE ______ MAKE OF MOTORCYCLE ______

THE UNDERSIGNED ENTRANT BY AFFIXING HIS INITIALS BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO HIS PARTICIPATION IN THIS EVENT AND HE HEREWITH SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE AMERICAN MOTORCYCLE ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.

(entrant's and/or parent's initials) ______

If entrant is under 21 and does not have current District 37 Card indicating notarized consent is on file. Parent or Guardian must sign here acknowledging his or her consent to the terms of entry.

The undersigned does hereby certify that he is a duly qualified (Circle One) Junior / Expert Novice / Beginner class motorcycle rider having been so qualified by a competent organization.

It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from and consequences of said aid.

Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

Signature of entrant: ______

****

IMPORTANT ALL ENTRIES MUST INCLUDE 3 SELF ADDRESSED STAMPED ENVELOPES AND A PHOTO COPY OF YOUR RIDER CLASSIFICATION CARD! (DISTRICT CARD,CMC,ANE, CRC, ETC.)

MAKE CHECKS PAYABLE TO: "VIEWFINDERS M.C." ENTRY FEE $20.00

SATURDAY 9:00 A.M. START	SATURDAY 1:00 P.M. START	SUNDAY 9.00 A.M. START	SUNDAY 1:00 P.M. START
100-CLASSIFIED, ALL 125-CLASSIFIED, ALL 175-CLASSIFIED, ALL WOMENS CLASS, ALL	100 TO OPEN } SPORTSMEN (ALL) +30 YR. +40 YR.	250 - BEG., NOV., SR., VETS. OPEN - BEG., NOV., SR., VETS. O - OPEN MX - BEG., NOV., SR., VETS	250 - EXP., JR., SR., VETS. OPEN - EXP., JR., SR., VETS. MX SENIOR, EXP., JR. SIDEHACKS
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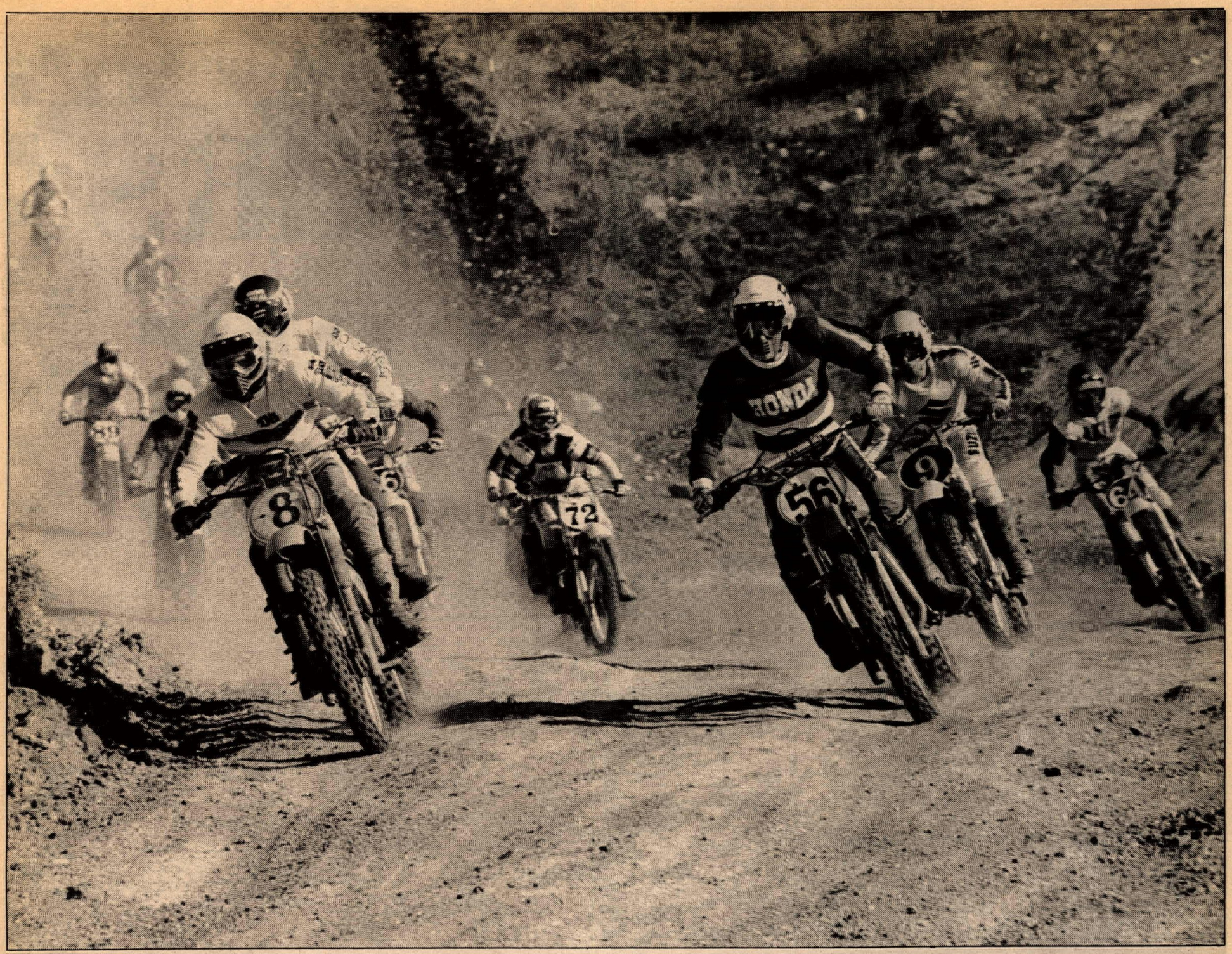
THE ONLY 1980 DISTRICT 37 EVENT AT RIVERSIDE INTL. RACEWAY



Warren Reid (8), winner Jeff Jennings (56), Jim Tarantino (72), Ron Turner (9) and Mike Brown (64) lead the 250cc Pro charge in moto one.

CMC/Can-Am Golden State MX Series: Round one

Ward, Jennings, Gibson score at Sad

By Jim Gianatsis

ORANGE, CA, JAN. 6

"On the first lap there wasn't anywhere you could go. All you could do was try to dodge the bodies!" exclaimed Team Honda rider Jim Gibson after his back-to-back moto wins in the Open class. The "bodies" were top West Coast stars of pro motocross out to grab their share of the $75,000 purse in cash and contingencies at the opening round of the seven race 1980 Can-Am Golden State Series held at Saddleback Park. Along with Gibson, Jeff Jennings pulled off the 250cc class win with his first ride on the Race Ready and Honda Support Team sponsored bike, while in the 125cc action it was Team Kawasaki's Flying Freckle, Jeff Ward who walked away with all the marbles.

Approximately 250 CMC Pro riders were dicing it out early Sunday morning, weeding themselves out in numerous qualifying and consolation motos to make it into the three feature classes of the day for gold and glory. There 30 riders would berm off Saddleback's banks for two 12-lap motos to determine just who was boss. Some got a little carried away...like Maico's Danny "Magoo" Chandler who crashed amid a cross-up and received two broken ribs for his efforts. Danny wasn't hurting for company though, as the intense competition on the hillside clay course saw many other riders putting themselves out of action as well.

125cc Pro

The only class where the absence of big name National caliber competition was obvious was in the 125cc Pro clash where Jeff Ward had a field day as the only factory star in attendance. The first moto of the day in particular saw Jeff cooking his Uni-Trak Kawasaki into a comfortable lead right from the start as Gary Denton held his Honda in second spot for a while, before being kicked back by pressure from Suzuki factory test rider Ron Turner, then Mugen's John O'Mara and Drey Dircks. Hot in the ruckus for the runner-up spot in the opening laps had been DG's Chris Heisser until he injured his left leg and was forced to retire from the moto.

It was Johnny O'Mara though, who certainly had to be turning in the most impressive ride of the day on what was certainly the most impressive bike. O'Mara was riding a new semi-production watercooled 125cc Mugen Honda painted appliance white. The bike is no Frigidaire, sells for a cool $5,000, but with O'Mara at the controls it was cookin' like a toaster. The factory Mugen rider's showing was highlighted by the fact that he was riding with a broken foot. His doctor had cast the broken foot in a Scott boot so Johnny could go racing after having just broken it the weekend before, but not wanting to miss out on the CMC Series.

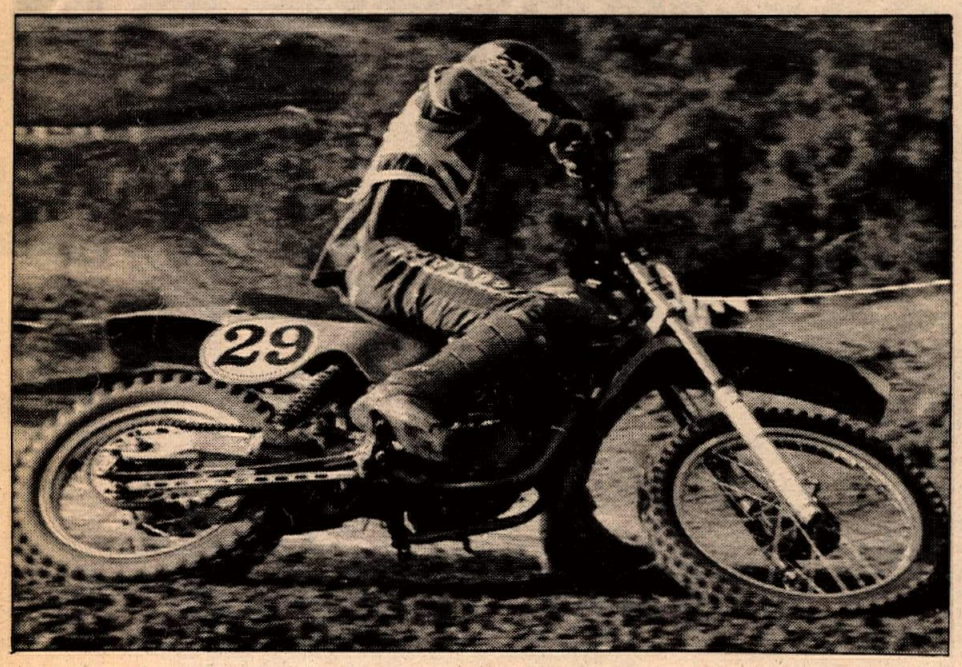
Round number two saw O'Mara powering the Mugen up the Saddleback start hill to grab the lead, then lose it to Jeff Ward as he pushed his Kawasaki to claim the lead once again. O'Mara held on close behind this time to finish out the moto a close second behind Ward and claim second overall for the day. Denton was third for third overall, then Dircks on his DG machine with Jim Holly fifth for the moto.

250cc Pro

Jeff Jennings looked smooth and confident his first ride out on the Race Ready CR-250 Honda built by Dan Hangsleben as he clutched out the holeshot for the lead of the first 250cc Pro moto. Right behind in hot pursuit were Kawasaki's Warren Reid, then Honda's Donnie Hansen, followed by Mark Lawrence, Mike Brown and Pete Wanket. Quickly Reid closed in on Jennings and applied the pressure to Jennings for passing room. At the end of lap three Reid found the room and took it, only to bail off half a half later as Warren found himself having to work back up from a bruised seventh place. Jennings wasn't about to have it easy with Reid left behind as Hansen now moved up to challenge, nudging Jennings for two laps before wheeling

(Above) Runner-up in the 500cc Pros, Steve Rhyan roosts out of a corner. (Below) Jim Gibson won both 500cc Pro motos easily.

(Above) Donnie Hansen (17) and Mark Lawrence placed 2-3 in the 250s. (Below left) Jeff Ward, 125cc winner. (Below right) O'Mara's broken foot.



dleback

past. From that point on Hansen just roosted away from Jennings, building up a 10-second lead towards the finish. Jennings collected second, followed by a heated battle royal that included Lawrence, Brown, Husky's Grossi and Wanket of Moto-X Fox. Warren Reid, meanwhile, had moved his Kawasaki back up towards third place in the closing laps before the transmission blew and left him sidelined for the rest of the day.

After placing ninth the first moto, Ron Turner determined he could do much better and began proving it. He blasted off the start of the second moto with the lead and never looked back, keeping his Team Suzuki RM250 in the lead all 12 laps to the finish line. Jennings had gotten off in second place, tailed by Lawrence, Hansen, and Brown. It was obvious that Jennings couldn't catch Turner for the lead and then, after a couple of laps, Jennings found Hansen had moved up into third place on him and was trying to push past. Jennings had to maintain his second place if he wanted to take home the overall win.

"Hansen was going good. Really smooth. My front brake cable anchor broke the second lap, and I had a time trying to keep the front wheel from locking up," Jennings explained afterwards. "I was just hanging on for life!"

While Turner took the moto, Jennings fended off Hansen all the way to the finish line by a matter of inches to collect second place and the overall win. Behind came Lawrence, Brown, Grossi, Johnson and Banning to round out the moto.

500cc Pro

The first Open class moto saw Team Honda's Jim Gibson blowing the number panels of the rest of the field as Gibson swooped past Dale Lewis on the opening lap to grab the lead and disappear to the checkered flag, building up a 40-second lead on the rest of the pack in the process. Gibson was riding a 380cc Honda with VLRS swingarm which had been used in last year's Trans-USA Series. Both the bike and Gibson looked good.

Lewis was trying to keep his Maico ahead of Lee Ramage, in third, when Lewis endoed on an uphill double jump on the back section of the course to take Ramage out with his and move a hard charging Goat Breker up to second. Goat had put his Kawasaki 420 Uni-Trak into the second place spot after jamming past a hot battle for third place between Tim Locey, Jim Tarantino, "Rocket Rex" Staten and Steve Rhyan.

Moto two went to Gibson again, but this time there was no big margin of victory. Steve Rhyan quickly put his Maico behind Gibson's factory Honda and began reeling himself in on the lead. Three laps to go and Rhyan was scorching the back end of Gibson to get by, but Gibson wasn't opening any doors and Rhyan had to settle for second whether he wanted it or not.

Another first place for Jim Gibson meant the first Open class win of the Series was his. Collecting the follow-up positions for the moto behind Rhyan were Bob Marino, Mike Wickersham, Val Tamietti and Phil Larson. Rex Staten finished the moto out unhappily in 18th place as the factory Yamaha rider had crashed his new 465cc YZ on the opening lap and wasn't able to regain his pace after that.

Next race in the Golden State Series is at Lake Madera on January 12-13 with Amateurs on Saturday and Pros on Sunday. Bombardier Can-Am is the major series sponsor, with contingency support coming from *Cycle News*, Crotch Rocket Factory, Dunlop Tires, DG Performance, Hi-Point West, Husqvarna, IRC Tires, Maico, Pro-Trac Trailers, Bosch, Scott and Tibblin Racing Products. ●

Results

125cc PRO: 1. Jeff Ward, 1-1 (Kaw); 2. John O'Mara, 3-2 (Mug); 3. Gary Denton, 5-3 (Hon); 4. Drey Dircks, 4-4 (Yam); 5. Jim Holley, 7-5 (Yam); 6. Scott Burnworth, 6-7 (Suz); 7. Rick Johnson, 9-6 (Yam); 8. A.J. Whiting, 11-8 (Yam); 9. Craig Gormley, 13-10 (Yam); 10. Bruce McDougal, 17-9 (Hon); 11. Jeff Leisk, 8-20 (Hon); 12. Ron Turner, 2-26 (Suz); 13. Chappy Blose, 18-11 (Kaw); 14. Tony Gomez, 15-14 (Suz); 15. Ross Maeda, 16-15 (Suz); 16. Mike Holmes, 12-19 (Suz); 17. Phillip Larson, 10-21 (Yam); 18. Tim Hines, 19-13 (Yam); 19. Stacy Thornton, 14-18 (Kaw); 20. Jeff Stanford, 25-12 (Yam).

250cc PRO: 1. Jeff Jennings, 2-2 (Hon); 2. Donnie Hansen, 1-3 (Hon); 3. Mark Lawrence, 3-4 (Yam); 4. Mike Brown, 4-5 (Yam); 5. Ron Turner, 9-1 (Suz); 6. Billy Grossi, 5-6 (Hus); 7. Steve Banning, 7-8 (Kaw); 8. Scott Johnson, 11-7 (Hon); 9. Matt Devich, 10-12 (Kaw); 10. Clark Jones, 15-10 (Mug); 11. Tony Wanket, 13-13 (Yam); 12. Bill Ouellette, 14-14 (Yam); 13. Monte McCoy, 21-9 (Yam); 14. Eric McKenna, 18-15 (Mai); 15. Marty Miller, 16-17 (Suz); 16. Lenny Giger, 12-21 (Hon); 17. Dave Hollis, 25-11 (Yam); 18. Bob Kline, 17-23 (C-A); 19. Bryan Hayes, 23-18 (Mai); 20. Randy Pockrandt, 22-19 (Mai).

500cc PRO: 1. Jim Gibson, 1-1 (Hon); 2. Steve Rhyan, 6-2 (Mai); 3. Val Tamietti, 8-5 (Mai); 4. Bob Marino, 12-3 (Yam); 5. Mike Wickersham, 11-4 (Mai); 6. Eric McKenna, 7-8 (Mai); 7. Allen Berluti, 10-7 (Mai); 8. Rex Staten, 5-18 (Yam); 9. Tim Locey, 3-20 (Yam); 10. Larry Roeseler, 9-17 (Yam); 11. Bill Hagen, 15-12 (Mai); 12. Bill Jewell, 19-9 (Mai); 13. Mark White, 18-11 (Mai); 14. Bill Keese, 17-13 (Mai); 15. Dale Lewis, 16-16 (Mai); 16. Michael O'Driscoll, 20-14 (Mai); 17. Andrew Jefferson, 13-21 (Yam); 18. Dave Evans, 21-15 (Yam); 19. Goat Breker, 2-44 (Kaw); 20. Jim Tarantino, 4-52 (Suz).

Steve Wise (15) flies over an Anaheim jump in the introductory event for the Pro-Link Honda. Scott Johnson's (712) near-stock CR250 serves as a good reference p

The RC 250 Pro-Link

A look at Honda's radical Star Wars machine

By Jim Gianatsis

Never before had a secret been so well kept. Only two weeks before the Anaheim Supercross did the rumors start leaking out: American Honda is testing water-cooled 125's! Then: Honda of Japan is playing around with its own monoshock design!

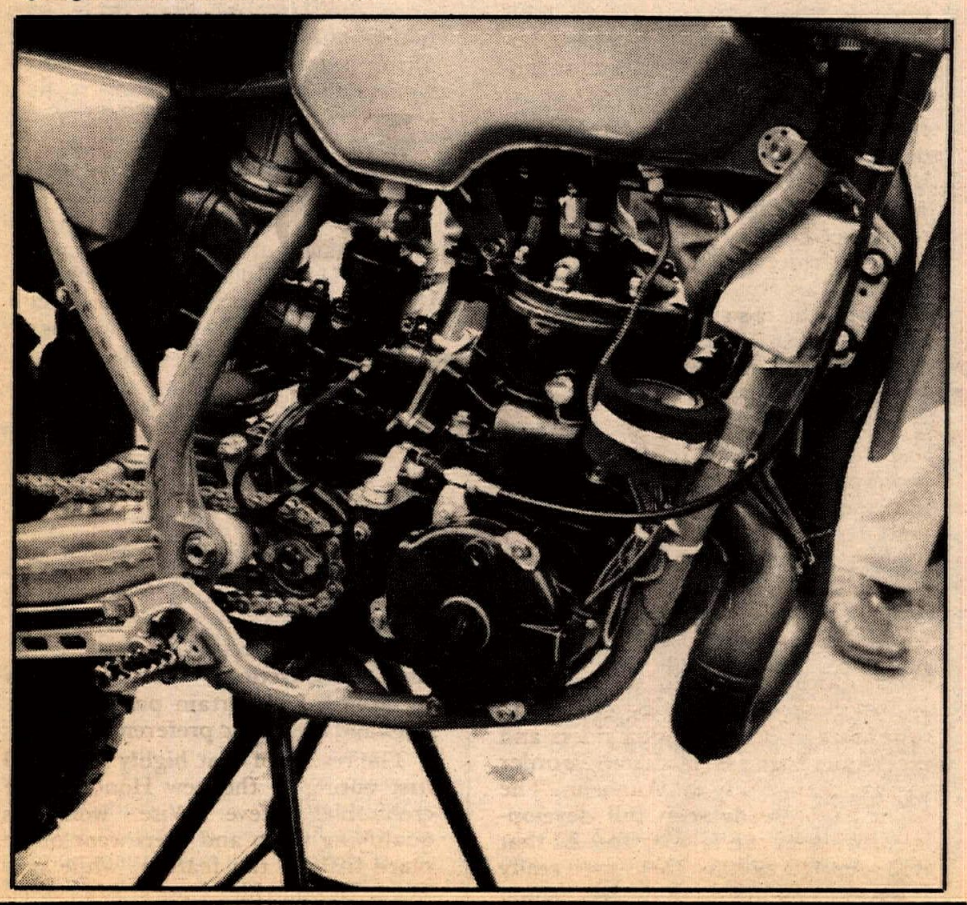
But it wasn't until three days before the Anaheim Supercross that the two different rumors collided. On that Wednesday, Honda of Japan flew over to America the new type RC 250 works bikes which were both water-cooled and monoshocked. Sorting out of the new bikes by Team Honda riders and mechanics began immediately in order to have them ready for Anaheim. The bikes had already seen full development work at the factory and all that was required to have them race-ready was a final dialing-in of the suspension and carburetion, as well as replacement of certain parts to meet rider and mechanic preference.

The results of that highly successful first outing of the new Hondas were creditable. Steve Wise won his qualifying moto and then went on to place fifth in the feature, while new Team Honda rider Chuck Sun pulled

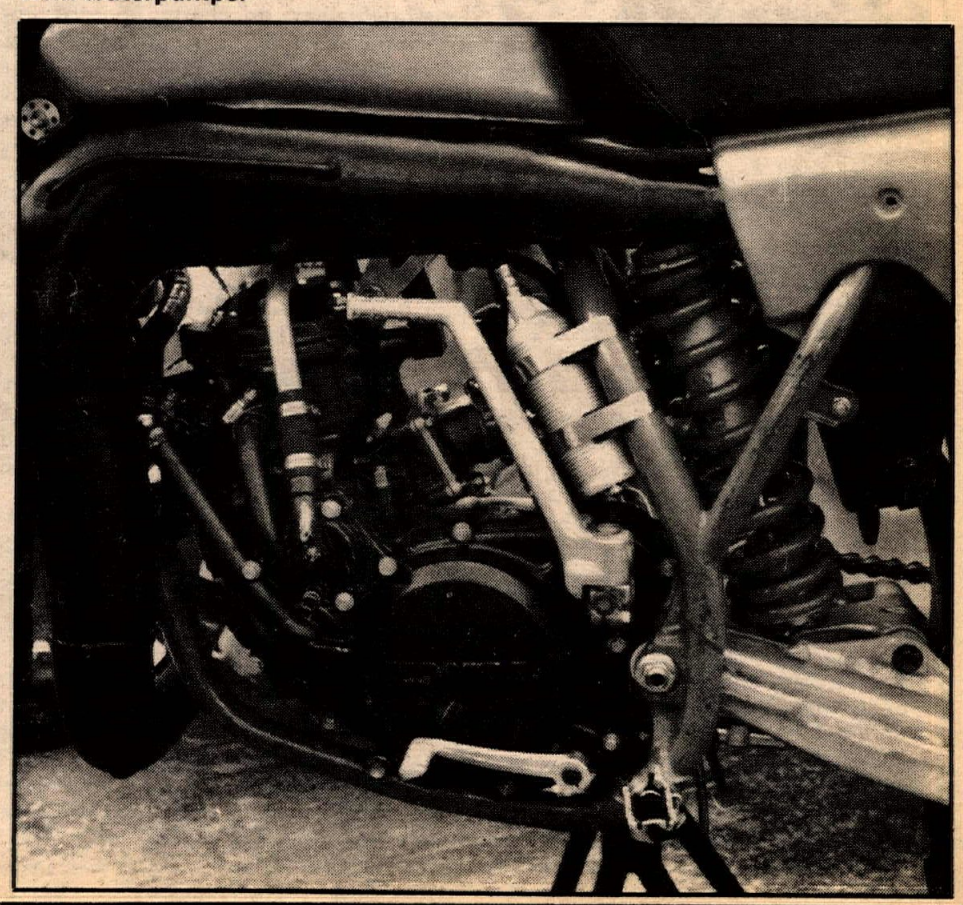
int for comparison.

Team Honda's newest star, Chuck Sun, proudly displays Team Honda's newest weapon, the RC 250 Pro-Link.

Steve Wise's Pro-Link at the Anaheim Supercross had a water temperature gauge attached to the frame.

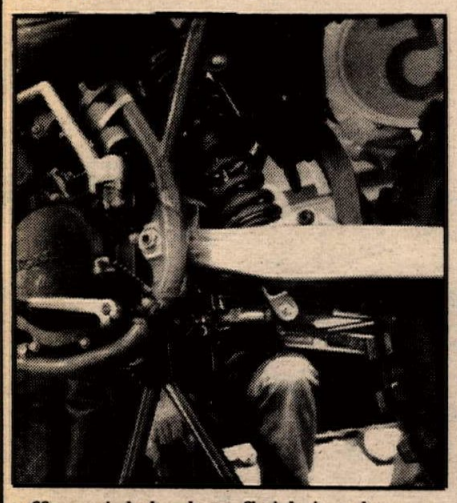


Can you imagine getting a wrench in among all this? The Pro-Link utilizes twin waterpumps.



The Pro-Link model at Anaheim featured Showa air/spring front forks and a Showa coil-over deCarbon monoshock with remote reservoir.

The shock's rocker arm is attached by adjustable linkage to the frame.



off an eighth place finish in what was his first race for the red marque.

Called the Pro-Link, Honda's new RC works bike rear suspension is, indeed, very similar to Kawasaki's Uni-Trak rear suspension system, but with some very important differences. Once again Honda has proven that when they put their mind to doing something, they usually do it better than anything that has been done before.

The whole idea of the Pro-Link, like Uni-Trak, is variable leverage ratio suspension. VLRS uses changing geometry in the rear suspension components to allow the shock absorber/spring assembly to work less when the rear suspension is in the area of full extension and to work more when the rear suspension travels towards full compression.

The operational result with VLRS is a very soft rear suspension when extended to offer good wheel control over small bumps like those down a straightaway or chatter bumps encountered while braking into corners. However, compression of the rear suspension, such as off jumps or through deep whoops, reduces leverage on the shock/spring assembly to increase damping and spring rate to meet additional loading force.

The Pro-Link accomplishes the same variable leverage ratio idea as the VLRS swingarm which Honda introduced on its RC 400 works bikes in the 1979 Trans-USA Series. The VLRS swingarm assembly is a good idea in that it uses conventional shock absorbers while the complete VLRS swingarm assembly can be adapted easily to fit almost any conventional motocross bike frame.

But the Pro-Link offers even additional advantages over the VLRS swingarm assembly like less working parts and less unsprung weight. That translates to a smoother rear suspension with quicker response.

There are also two nice advantages in locating the Pro-Link's attachment points and shock assembly close to the engine and the middle of the bike's chassis. The first is that by moving the bike's mass or weight closer to the center of gravity, the bike itself becomes much more responsive in its handling. Directional changes, like in corners or over jumps, become much easier.

The other advantage in locating the rear suspension's input forces so close to the center of gravity is improved weight transfer under acceleration and braking. There is more force available to load the front and rear wheels under braking and acceleration to improve traction.

Honda's Pro-Link even offers a few design improvements over Kawasaki's Uni-Trak. Honda's leverage rocker arm system is lighter, sturdier and better protected than Kawasaki's. Spring preload, ride height and travel adjustment are quickly and easily adjusted on the Honda from outside the bike. The Kawasaki requires partial disassembly to make these minor adjustments.

Just as interesting as the new rear suspension is the water-cooled 250cc powerplant which is not a bolt-up kit, but required an entire new engine design to accommodate. The complete cooling system almost defies description, with its crankshaft driven twin waterpumps which circulate coolant through the head and cylinder assembly twice amid a tangle of hoses and cast magnesium pipes reminiscent of the octopus-like mini creature in *Alien*. The ducted radiator and gas tank assembly add to the Nostromo-like setting.

Why Honda opted for such a complex water-cooling system or any water-cooling system at all will have to remain a mystery for the time being. It certainly isn't of any benefit in short moto Supercross events. For longer 45-minute moto outdoor events, the water-cooling of 250cc motocrossers remains a questionable benefit as well, since the last few years have seen manufacturers shifting away from ultra-powerful and peaky powerbands which might require cooling to help keep the horsepower ratings up, to broader and more tractable powerbands where a faded pony or two at peak rpm might never be missed.

The less power an engine has the less heat it builds up, anyway. Husqvarna won the 1979 250cc World Championship with a production derived engine producing less horsepower than what any of the Japanese big four offer with their production bikes.

Weight certainly isn't a factor against water-cooling these days as the FIM's minimum weight limit is easily within reach of any company with magnesium and titanium at their disposal. Suzuki proved during 1979 they could build a RA 125 water-cooled works bike which was lighter than their RA 125 aircooled version.

So there you have it. Honda's Pro-Link is quite an amazing piece of machinery, certainly the most innovative MX package we've seen since, perhaps, the introduction of the Yamaha Monocross in 1973. With the AMA's removal of the claiming rule from the books we can expect to see a lot of exciting MX machinery coming our way very soon. •

HOW NEW IS MAICO'S 250?

MEGAFORM, the radically new M-1 frame, has produced a totally new motorcycle. Maico engineers created a bike in which the rider is made a part of the total design. Here is a shape the rider actually sits in—not perched on top of. The engine is mounted lower, bringing down the center of gravity.

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It's no surprise that Maico delivers the sport's newest 250 for 1980. Year after year, Maico does whatever has to be done to stay ahead of competition. That costs more than milking old designs. But for all the manufacturers who ride with yesterday's ideas, it's a cheap victory—at your expense.

Danny "Magoo" Chandler does it all on the new M-1 with MEGAFORM frame.

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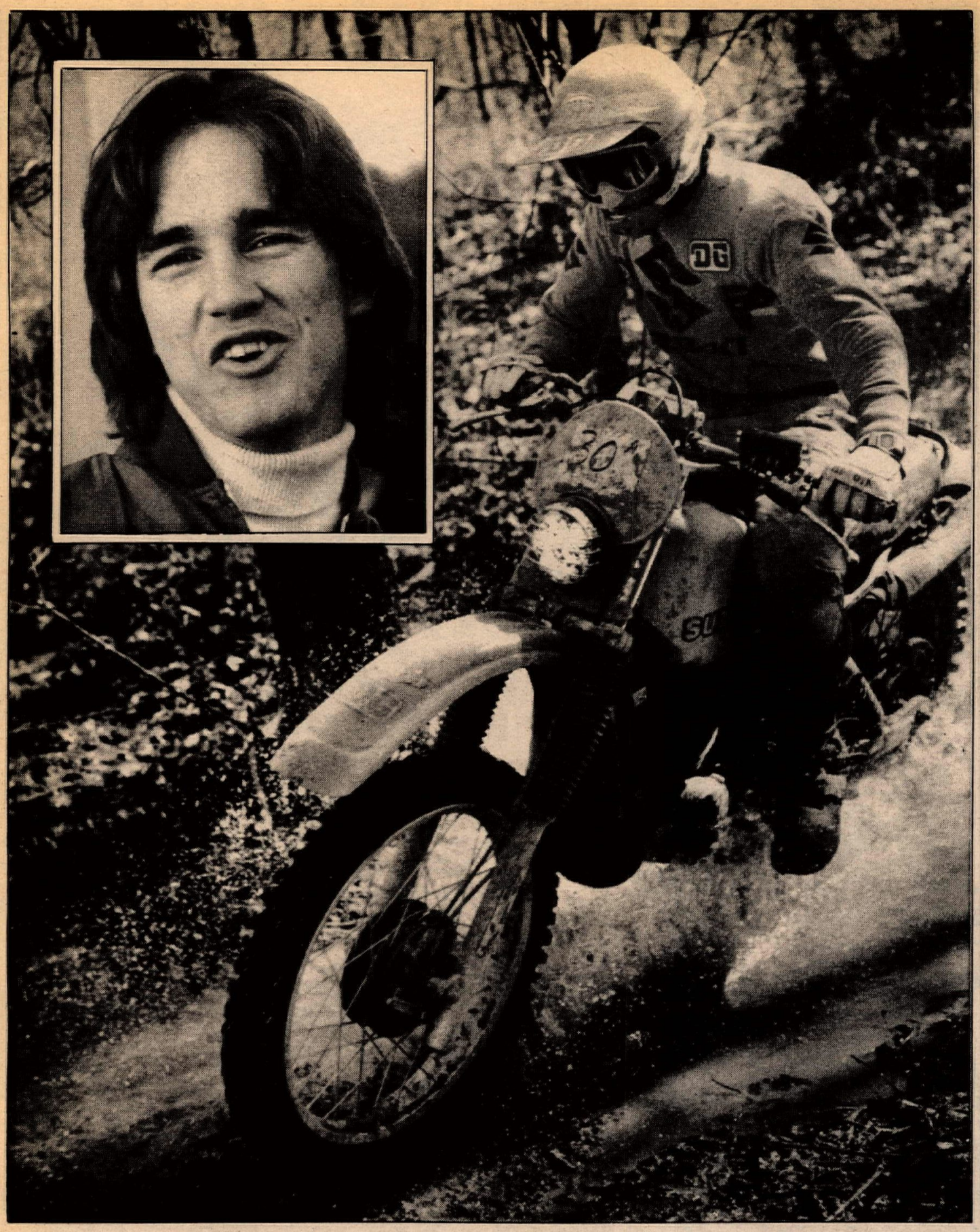

Drew Smith: Challenger to King Richard's throne

By Ann Palormo
Photos by Brian Palormo

Drew Smith, at the conclusion of the 1979 AMA National Championship Enduro Series, finds himself in a somewhat unique position. Although Dick Burleson captured his sixth consecutive title, Smith scored more points overall - the first time that this has occurred in the years that Burleson has been champion.

To understand this contradiction, it must be noted that only the best 13 of 24 rides count toward the championship. Burleson, with eight overall wins, a pair of seconds and three third place finishes, edged out Smith and his four wins and nine seconds by seven scant points - 231 to 224.

In all, Smith competed in 20 Nationals and scored points by finishing in the top 14 overall in all but two events. His late season rides - after the ISDT - included two overall wins, three seconds and one third. Good, but at that late date not good enough.

Burleson, with the knowledge that he needed only two top three placings to wrap up the title, carded a second, two thirds and a fourth. He skipped two of the West Coast Nationals after the season's outcome had been finalized in his favor.

From the start of the season, the only real competition has been between these two. Some 100 points separated them from the rest of the top 14 riders. Burleson has said on several occasions that Drew is his most serious and toughest competition he's had in some time, which is in itself a compliment to Smith.

Besides such heavy involvement in enduro competition, Smith participated in four Two-Day ISDT Qualifiers and was a member of Suzuki's Silver Vase team at the ISDT in September. He came home from there with another Gold Medal and the third highest score among the American participants, besting Burleson in the event.

Smith is one of the most talked about AA riders on the enduro scene. A man of few words, he is more comfortable in the company of his teammates and other Suzuki associates than in the limelight his riding skills attract.

Smith wrapped up his second season as a member of the Suzuki enduro/trials team by capturing the overall win at Twin States National in Cadiz, Kentucky, on the last weekend of the '79 season. The feelings of satisfaction at his accomplishments, accompanied by relief in knowing it was over for a little while, made him more expansive than usual.

It was instantly apparent that since our first conversation of this type in South Carolina during the spring of 1978, a change had occurred in him. Now an air of quiet confidence and enhanced self-assurance was evident in his whole attitude about himself, his achievements and his plans for the future.

Lingering over dinner he reflected on how far he'd come in the last two years and how he came to be with Suzuki in the first place.

"I'd been riding off and on since I was 16, but I always ran out of money and had to quit before I really got anywhere. One of my best friends for a lot of years has been Mike Rosso. We rode a lot of the same events at home in New Jersey. He was already working for Suzuki when J.P. (John Morgan, Suzuki team manager) started organizing the present enduro/trials team. Mike suggested hiring me as another mechanic because he thought I was also a pretty good rider. I'm not so sure J.P. thought it was such a good idea in the beginning.

"Anyway, now Mike and I even have our own shop-not just a corner of the warehouse anymore - in Suzuki's New Jersey plant. The new 1980 PE's were designed using many of the specifications worked out by members of the team. Suzuki is really interested in making bikes that dirt riders can ride and win with."

The talk then moved on to how Drew saw himself in terms of enduro and ISDT riding.

"I'm a lot smarter about pacing myself, reading trails and determining where checks will likely be. Now that I've traveled around the country for two years, I am getting to know what kind of things different clubs are likely to include in their runs.

"I still think of myself as a 175cc rider. I guess my brain just naturally tunes in on that size bike. I seem to know just how to make that one perform best. But that class belongs to Kevin Snapp and Rosso now. John wants me on the 250 so I'll have the extra power.

"Our 250 is really a good machine. The one I'm riding is altogether different than the first one I had. It's a 1980 prototype which I used in the ISDT.

"I plan to compete in both qualifiers and enduros next year and I hope I'm just as lucky then to get through the season without any serious accident or anything like that."

"Our team effort really works," continued Smith. "No matter how annoyed J.P. and I get with each other, I keep reminding myself that no one on the enduro scene is more concerned about this particular competition than he. He wants to make sure that everything the team does reflects his dedication.

"The guys are great. We get along well, complement each other's personalities and are really more concerned about team perfection than one or two stars. So far, Suzuki has really stood behind us and our efforts in competition. It must be paying off for

them because you see a lot more PE's on the starting line than you used to."

Smith did not hesitate when asked if he had been approached by other companies for his services.

"It's not likely that I'll be riding for anyone else next season. I don't know that anyone else wants me. *(Smith was later approached by Jack Penton for his Kawasaki effort...Editor)* I don't think I'm worth that much yet. I'm only number two which doesn't give me leverage to demand a lot of money from anyone. Maybe next year, when I'm on top, I'll be able to set my price. Besides, I'm not sure any other manufacturer really is as committed to the enduro effort as Suzuki."

Inevitably, the talk turned to Burleson and Drew's chances of wresting the title from him in 1980.

"I've beaten Dick several times this year," said Smith. "Three of my overall wins were over him. There's no doubt he has the mental edge that goes with being the present champion, but other than that we're pretty even. I may even be a little faster now.

"Dick's still the best around. If he weren't, he wouldn't be champion. Don't forget, I've only been riding seriously for two years and I've learned so much in that time that I may be ready to go ahead next year. My scores for the last half of the season have been better than his.

"This year's events have been a lot better than last year's. Everyone feels that way. However, there still is a lot of difference between enduros in the East and Central Regions and those in the West.

"Out there, the top guys like Munyon, Sanford and the others really only have each other for competition. Around here there are many good riders who only concentrate on local runs and Nationals close to home that could just as easily win overall as those riding for manufacturers.

"Jerry Schuler - the organizer of the Black Coal National - needs to go out there and teach a course on check placement for clubs sponsoring enduros because that's their weakest area.

"You know, the people you meet on the enduro scene are just super. We have made so many friends that each weekend is like a family reunion. That's probably the part I'll miss most the next few months even though I'll be awfully glad to get away from motorcycles for a little while.

"We've even acquired a couple of extra sets of parents and super friends in Dick and Joyce France and Bunny and Dick Lenover. They run gas and always have coolers full of food which is a big thing for a bunch of hungry bachelors. They came to Six Days and really did a job for us."

Smith, with an eye on the portion of Lake Barkley visible from the table, went on about what he does in the off season.

"If it weren't so cold right now, I'd love to do some water skiing on that lake," he said. "But there hasn't been any time all season to think about much else besides motorcycles.

"Right about now all I want to do is *not* think about or ride motorcycles, so I don't have any plans for anything. I'll be glad to get back to New Jersey and spend some time with my family. After January I'll start thinking about next year."

By all indications 1980 should prove to be a very exciting year on the National enduro scene. With only 12 events to ride for the 10 best scores, there will not be many "throw away" runs. There is no doubt that Smith will be out there nipping at Burleson's heels or maybe setting the pace. He goes into 1980 at age 23, the age Burleson was when he first took up enduro riding. •

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Mert Lawwill and his latest creation, the Pro Cruiser bicycle. It's a lot of fun, but expensive.

CN staffers went nuts over the Pro Cruiser.

Mini-impression

Lawwill-Knight Pro Cruiser bicycle

By Dale Brown

We got off on kinda the wrong foot when we began testing Mert Lawwill's latest creation. A twist of the right grip produced nothing — not even a twist. We searched for an explanation.

Hmmm, no throttle cable looping past the steering head down to the — aha — no engine! Then it hit us: this is a bicycle, where your own legs substitute for the up and down action usually provided by pistons and connecting rods.

Having your bod provide the kinetic energy has its good and bad points. Horsepower increase is usually cheaper, but infinitely more tiring. This is probably the only machine in the industry where horsepower levels go up with extended use.

Going over the Pro Cruiser, you see that all the latest motorcycle technology has been employed, with minor exceptions. The forks are leading axle, however, there is no fork travel. None.

The triangulated swingarm is similar in design to the Yamaha monoshock. However, while Yamaha bolts a shock absorber between the frame and swingarm, the Pro Cruiser's swingarm is welded directly to the frame. While this method offers a limited zero inches of travel, chain adjustment problems are virtually eliminated.

Strumey-Archer drum brakes are utilized in both wheels, and even after repeated attempts, the rear brake refused to stall the motor. A two-mile uphill, on the other hand, might.

A Shimano five-speed transmission connects the crank to the rear wheel. While the unit appears rugged enough for normal use, it might be a little on the spindly side if you decided to install a 500cc Maely speedway engine in the frame.

The Pro Cruiser's designers one-upped Honda by utilizing a 26-inch front wheel, and two-upped *everybody* by going with a 26-inch back wheel as well. Carlisle 2.125 x 26 knobbies wrap around Ukai alloy rims. Swedish steel spokes keep everything together.

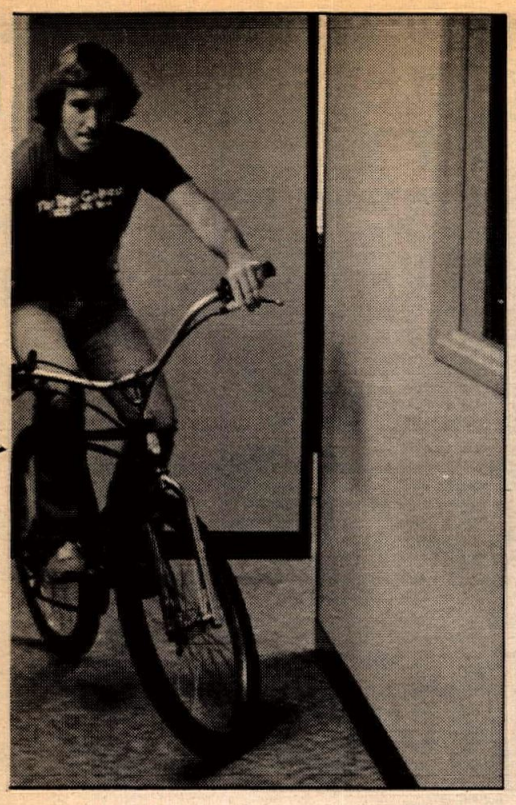
Motorcycle-type handlebars and controls finish off the package. But beware. Pulling in the right lever works to stop forward progress, as expected. But pulling on the left-hand lever does not allow one to freewheel, as expected. It can put you on your nose because it's the front brake lever. We wondered about the reversal of controls, but were told that it's standard bicycle practice. How strange, these bicycle guys.

Once you hop on the bike — hop can be the word if you wish because seat height is adjustable so even folks stepping off a motocrosser with 13 inches of travel can feel at home — you'll be impressed with the low-end response. Even going down as low as 25 rpm, we couldn't stall the bike. Try that with your 125cc two-stroke!

Once underway, however, the bike feels strange. For years, motorcycles have had the annoying feature of frame tubes that slope upward from the seat/tank junction toward the vicinity of the steering head. The Pro Cruiser does away with that. It just takes a little getting used to, that's all.

Continuing underway, you'll discover that the bike feels at home in all the normal city/suburban situations. Vacant lots become playgrounds. Sloping edges of driveways become launching ramps. There is no annoying tendency for the suspension to kick back after landing either. As we mentioned earlier, there is no suspension.

If you should take the Pro Cruiser to work, by all means don't leave it where fellow employees can see it. *Cycle News* walls were left battered and bruised, potted plants sent crashing right and left, and office workers carrying full cups of coffee sent tumbling, running or screaming in



terror as fellow office workers took the Pro Cruiser for a spin around the office. *Cycle News* walls, or more precisely, a railing on the outside of the building, took their revenge and left the Pro Cruiser with a broken rear brake lever. (Mert, if you're looking for some place to send the bill, check the masthead under "Managing Editor.") *(I recommend DeHandlers . . . Managing Ed.)*

Gas mileage during the test exceeded all expectations. In fact, a gas receipt turned in with an expense account labeled "Pro Cruiser test" was sent back to its originator with the words "nice try" written over "amount due." Suffice to say that Pro Cruiser owners will spend little time in gas lines.

Another outstanding feature of the bike is its brakes. This was the first bicycle we'd ever encountered with drum brakes, and they worked exceptionally well. In fact, where there was good traction, it was possible to stand the bike on its front wheel by grabbing a handful of clutch — oops, excuse us — front brake lever.

The five-speed transmission, a Shimano derailleur wide ratio freewheel with Unaglide 600 chain, worked well during the test. The bothersome toe-up, toe-down shifting method common in the motorcycle industry has been done away with in favor of a handlebar-mounted, thumb-operated unit.

The diamond frame is made of chromoly and should be indestructible. We use the word "should" only because of horror stories told by co-workers with teenage children. Overweight test riders couldn't bend it or break it during our test. One thing about a bicycle is that the engine is a stressed member, even without being bolted to the frame.

The handlebars were a bit wide for our taste, but it wasn't our bike to take a hacksaw to.

One other feature we should mention is the Pro Cruiser's ability to meet or surpass just about any upcoming or still-to-be-thought-of EPA noise or emission regulations.

There you have it. A sturdy playbike with deluxe features. We're not too familiar with the bicycle industry, but we'd guess that it occupies Rolls-Royce status in its class. It also carries a Rolls-Royce price tag: $489.

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